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No. 27,288 HONG KONG, THURSDAY, SEPTEMBER 19, 1929. PRICE \$3.00 Per Month.

UNOFFICIALS' CRITICISMS

DEBATE IN COUNCIL

"UNINSPIRING AND DISAPPOINTING"

1930 APPROPRIATION BILL

Wanted—A Forward Policy In Material Works

VARIETY OF VIEWS & PLEAS FOR KOWLOON

Whilst bestowing praise where it is merited, the Unofficial members of the Legislative Council were frankly and fully critical to-day in the debate on the Budget for next year.

Sir Henry Pollock, who is the nominee of the non-Official Justices of the Peace and has for long been the senior member on the so-called representative side of the Council, confessed that he and his colleagues found the Appropriation Bill for 1930, which came up for its second reading to-day, "somewhat uninspiring and disappointing."

Capital appears to have been made out of a phrase used by the Government spokesman at the first reading a fortnight ago, of "a forward policy in services rather than in material works." This has given cause for dissatisfaction.

As the leader of the Chinese members, Sir Shou-sun Chow also contributed usefully to the discussion, speaking on behalf of himself, Dr. Kotewall and Dr. Tso.

One of the members nominated by H.E. the Governor in Mr. Shenton added to the Unofficials' views by a discourse on subjects with which he is particularly conversant. Mr. Braga, as the member for Kowloon, pleaded for the mainland's wants and struck the only note of dissension on his side in that, in a multiplicity of matters, he did not agree with his colleagues on the Saikung-road scheme.

Observations of the merchants, through the medium of Mr. Beith, as the member representing the Chamber of Commerce, were included in Sir Henry Pollock's speech, as were the remarks of Mr. Hynes, another member nominated by the Government.

Sir Henry Pollock
SENIOR UNOFFICIAL SPEAKS FOR COLLEAGUES

Your Excellency,—As the Senior Unofficial Member, I have been asked by my Unofficial colleagues to make the main speech dealing with the Estimates for 1930 on behalf of all the Unofficial Members; after which some of my Honourable friends will, in due course, as is customary, make certain observations of their own.

In the matter of the Saikung-road only my Honourable friend Mr. Braga does not see eye to eye with the rest of us, and he will doubtless indicate, in due course, his reasons for that dissent.

At the outset, Sir, we have to confess that we find the Budget for 1930 somewhat uninspiring and disappointing.

In his remarks on the first Reading of the Appropriation Bill for 1930, the Honourable Colonial Secretary admitted in effect that the Government had not adopted a forward policy in material works, and this is obviously so when one comes to consider some of the Colony's pressing needs which still await fulfilment.

One of the foremost of such needs is a new Government Civil Hospital. Our Government Civil Hospital is hopelessly out of date. It goes back to the early days of the Colony and an entirely new structure is one of our most pressing needs. It is difficult to keep clean and is unhygienic according to modern ideas. It is also at times very overcrowded. There is no isolation block—the maternity wing is inadequate—the X-ray room is damp and unsuitably located.

In his speech on the Budget for 1928 (see "Hong Kong Hansard" for 1928, at page 74) the Honourable Mr. E. R. Hallifax, then acting Colonial Secretary, after stating that expenditure for a new Government Civil Hospital must be faced in the near future, said that "expenditure for beginning the Government Civil Hospital at least will, I expect, be asked in the Estimates for 1930" and it is very disappointing that no provision for the long-promised up-to-date Hospital is contained in the Estimates now being presented to us.

(Continued on Page 4.)

FINANCES SATISFACTORY

SPEECH BY THE HON. W. L. SHENTON

Your Excellency—I have listened with great interest to the Honourable Colonial Secretary's review of the Colony's finances. Hong Kong, the great emporium of the Far East, has, as it were, completed its annual stock-taking and is now able to take a review of the past, consider its present financial position, and enter into arrangements for its future.

A surplus of \$7,122,265 assets over liabilities is on the face of it a most satisfactory position and one which any Board of Directors would go before their shareholders with unmixed feelings of pride and confidence.

On the spur of the moment I have similar feelings, but will they stand searching inquiries—can we go before the taxpayers of the Colony and say: "The finances of the Colony have in the past been administered to the best advantage," or is the Colony rather in the position of one who has year by year sold his wares, spent most of his profits, and kept the balance, but is without sufficient wares to do future successful trading—in other words, has the Government in the past so operated the Colony's finances as to keep up with the times and the progress of the Colony or are we now faced with large capital expenditure which we shall have difficulty in meeting—is our stock in trade or some of it either out of date or beyond repair?

A Ticklish Problem

On a careful retrospect of the position I am convinced that the matter is one for most serious consideration—in fact, I go so far as to say that to bring our stock in trade up-to-date will require the (Continued on Page 8.)

Kowloon's Member

MR. BRAGA ON MUNICIPAL TOPICS

Your Excellency,—My remarks on the Budget will be limited almost exclusively to matters concerning Kowloon. They are not intended to dilate upon the numerous subjects involving heavy expenditure making up the Budget for 1930. That ground has been very fully and very ably covered by the Honourable Senior Unofficial spokesman on this occasion. It is matters of so-called municipal interest with which I am at the moment principally concerned.

Conspicuous among the omissions from the list of Public Works Extraordinary—which the Honourable Colonial Secretary in his Budget speech described as "that very popular vote to which members of the public are inclined to turn first to see whether their own favourite schemes have been included"—is any reference to the Kowloon Tong market. This omission has been alluded to by the Senior Unofficial Member this afternoon. Permit me, Sir, to point out that the failure to include the Kowloon Tong market in the list of public works may be regarded as a slight on and scant consideration for the gentlemen who have the honour of representation on the Sanitary Board. Moreover, provision for a market in Kowloon Tong was forcefully urged in this Council in a speech last year by the Hon. Mr. Shenton.

"Vanished Away"

Hope was raised that Kowloon residents would soon be given their market when reference was made to the subject by the Colonial Secretary in his Budget speech last year. This is what the official spokesman said:—"In New Kowloon, market extensions hold a prominent place. Shamshui-poi, Kowloon City, and Kowloon Tong all receiving an allocation." And the result is like unto the answer of St. James:—"It is even a vapour that appeareth for a little time and then vanisheth away." The Estimates Sub-Committee of the Sanitary Board, to which I was privileged to serve this year, recommended to the Government the erection of a public market within the Kowloon Tong Estate. Later, at a meeting of the Full Board on July 23, 1929, a motion was unanimously adopted approving the proposal.

(Continued on Page 8.)

CHINESE LEADERS FOR SOUTH

SUN FO'S PARTY

GENERAL CHAN MING-SHU LEAVING SHANGHAI

SAILING ON SATURDAY

Shanghai, To-day.

Mrs. Liao Chung-hoi (Ho Hsiao-yeu) and Mrs. Chang Fui-fu left for Hong Kong by the s.s. "President Polk" yesterday for a world tour.

Mr. Sun Fo and family, General Chan Ming-shu, Mr. We Tchen, Mr. Teng Yen ua (Commissioner of Reconstruction, Kwangtung), and Mr. Chi-wu (Commissioner of Finance, Kwangtung) leave for Canton on Saturday by the s.s. "President Jefferson"—Reuter.

UNPOPULAR LEVY

BUSINESS AT A STANDSTILL

DOUBLE PAYMENT

Shanghai, To-day.

A message from Chefoo states that Shantung Provisional Government, having closed the goods tax office has opened a new organisation named the Shantung local goods consolidation levy.

Local business is at a standstill, merchants refusing to ship or take delivery of goods. It is understood that this new levy on many instances is much higher than the old goods tax, also it must be paid again when the goods are transhipped to or received from the hinterland. Mupinghsien and Fushanhsien are both exempt from the inside levy. Merchants are strongly protesting through their Chambers of Commerce.—Reuter.

SECRET DIPLOMACY

JAPAN TO MEDIATE IN SINO-RUSSIAN DISPUTE?

MOVE NOT APPROVED

Canton, Yesterday.

It is rumoured that the Sino-Russian Conference will be transferred to Tokyo. Colour is given to the rumour from the report that the Japanese Minister of Foreign Affairs had arranged a meeting between the Chinese and Russian Ministers. It is said that the Foreign Diplomatic body expresses doubts, while on the other hand it does not regard with approval any such move, saying that the United States had offered to mediate, but was secretly opposed by a third nation.—Canton News Agency.

CHINESE MINISTER

REPRESENTATIVE LEAVES FOR ENGLAND

MR. ALFRED SZE

Shanghai, Yesterday.

Mr. Alfred Sze, the Chinese Minister to Britain, left this afternoon on the "Kitano Maru" for Marseilles.—Reuter.

[He is due in Hong Kong tomorrow and will be entertained at tea by a number of prominent Chinese.]

A HARD CASE

Lo Kwan Chak (19), received sentence of six months' jail, with hard labour, at the Kowloon Magistracy this morning for the larceny of a quantity of valuable Chinese medicine from a shop at 145, Wosung-street. The value of the stolen drug was estimated at \$23.

Det. Insp. Fallon surprised his Worship by telling him that the defendant had just been cut off jail the day before, having served six months. There were other convictions registered against the defendant. He received 10 strokes in 1927 for stealing, and five months' for attempted burglary in 1928.

\$100 OPIUM FIND

A Chinese together with a Chinese married woman, were fined \$100 each, with the option of one month's hard labour, by Mr. T. S. Whyte-Smith at the Kowloon Magistracy to-day, for having prepared a quantity of opium in the first floor of 905, Canton-road.

TARIFF HOLIDAY

CONSIDERATION FOR YOUNG COUNTRIES

INDIA TO REFRAIN

Geneva, Yesterday.

In the course of a discussion on the "Tariff holiday" resolution of the Second Committee, the spokesmen of the British Dominions emphasised that the younger countries must be entitled to impose tariffs in order to protect their growing industries.

Sir Geoffrey Corbett (India), said that India was unable to support any resolution to participate in any conference which would bind her to refrain from increasing her customs duties for a period of years.—Reuter.

WANG CHING-WH

May Become National Government Head

Shanghai, To-day.

The North China, "Daily News" learns that Wang Ching-wh has arrived at Hong Kong and is expected in Shanghai in three or four weeks' time. The paper states that with his return interesting political developments are expected as it is reported that he will become head of the National Government.

[The information that Wang Ching-wh is in this Colony is inaccurate, although he is believed to be either on the point of leaving France or else on his way out to the Far East.—Ed. "China Mail"]

PREMIER AND KING

MR. MACDONALD STAYS AT SANDRINGHAM

ISHBEL GOES TOO

London, Yesterday.

Mr. Ramsay MacDonald motor-cycled to Sandringham to-day to visit the King. The Premier, who was accompanied by his daughter, Miss Ishbel MacDonald, will stay over the night at Sandringham, returning to London to-morrow. The Prince of Wales is at present with the King and Queen at Sandringham.—British Wireless Service.

DRUG TRAFFIC

DELEGATES AGREE TO LIMITATION

NON-GOVERNMENT CONTROL

Geneva, Yesterday.

An animated debate on the drugs traffic by the Fifth Committee of the League to-day revealed a complete change in the method of combating the traffic by the abandonment of Government control in favour of limitation of manufacture.

All the speakers strongly favoured limitation, whilst some advocated limitation coupled with rationing.—Reuter.

"LAND OF SOVIET"

AEROPLANE ARRIVES AT PETROPOLYOVSK

Moscow, Yesterday.

The aeroplane "Land of the Soviets" has arrived at Petropavlovsk.—Reuter.

RAIN LATER

To-day's weather report from the Royal Observatory states: An anti-cyclone has developed over N. China.

The typhoon is situated about 400 miles E.S.E. of Hong Kong, moving W. & W.N.W.

Fresh to strong north-east winds will prevail over the N. China Sea and cyclonic gales may be expected between the Nacellesfield bank and the coast of Indo-China.

Forecast: N. E. winds, fresh, cloudy; rain late.

The American Consul-General has received the telegram quoted below from Manila Observatory:

Manila 10:45 a.m. Sept. 19. Typhoon in about 116 degrees Long. E., and 16 degrees Lat. N. moving W.

Manila 1:40 a.m. Typhoon in about 127 degrees Long. E. and 20 degrees Lat. N. direction unknown.

RIVALRY OF WAR SHIPS

HATE AND FEAR

THE MEANING OF DISARMAMENT PROPOSALS

AVERT GREAT EXPENDITURE

New York, Yesterday.

President Hoover, broadcasting from the Presidential study at White House, Washington, described the disarmament negotiations as:

"Proposals which will preserve our national defences yet relieve the backs of the taxpayers from the gigantic expenditures and the world from the hate and fear which flows from the rivalry of building warships. Preparedness must not exceed the barest necessity for defence or it becomes a threat to aggressions."

Submarine Problem

Washington, Yesterday.

The State Department states that there will be no joint British-American invitations.

The present belief here is that the submarine will furnish one of the most vexing questions at the conference, while note is taken of the complication if Italy insists on parity for any Continental Power.

Five Power Conference

It is learned that Mr. Ramsay MacDonald will soon issue invitations to the United States, France, Japan and Italy to attend the Five Power Naval Conference in January.—Reuter's America Service.

No Action Yet

London, Later.

It is officially stated in London that no invitations have yet been sent to the French, Italian, and Japanese Government to participate in the five Powers naval conference. No decision has yet been taken as to the date or place of the meeting.—Reuter.

THEFT OF BRASS

An unemployed Chinese coolie was this morning at the Kowloon Magistrate's Court charged with the theft of a quantity of brass valued at 50 cents from the Royal Naval Dockyard oil compound in Kowloon.

Sgt. Jackson, R.N.Y. Police, stated to his Worship that the defendant had the brass concealed on his person when searched.

The defendant was fined \$5 or, in default, was ordered to serve 10 days' imprisonment.

ANNUAL BUDGET DEBATE

Estimated at 2½ million dollars above that for the present year, the amount in the 1930 Appropriation Ordinance is set down by the Government at \$22,031,478. This does not, of course, include provision for the Colony's military contribution nor for local public debt service. The debate takes place, as usual, in the second reading, which was held to-day. Speeches for the public in the Unofficial members announced their views to which the administration replied. The Budget is made up as follows:—

1930 Expenditure	
His Excellency the Governor,	\$ 103,617
Cadet Service,	362,594
Senior Clerical and Accounting Staff,	242,077
Junior Clerical Service,	753,585
Colonial Secretary's Department & Legislature,	45,900
Secretariat for Chinese Affairs,	15,382
Treasury,	16,529
Audit Department,	45,996
District Office, North,	23,424
District Office, South,	13,416
Post Office,	306,535
Wireless Telegraph Service,	129,708
Imports and Exports Office,	866,436
Harbour Department,	996,342
Air Services,	201,080
Royal Observatory,	37,102
Fire Brigade,	380,561
Supreme Court,	153,570
Attorney General's Office,	34,912
Crown Solicitor's Office,	13,825
Official Receiver,	25,144
Land Office,	2,289
Magistracy, Hong Kong,	2,118
Magistracy, Kowloon,	2,118
Police Force,	2,152,235
Prisons Department,	585,604
Medical Department,	1,209,611
Sanitary Department,	791,563
Botanical and Forestry Department,	107,499
Education Department,	1,349,691
Public Works Department,	1,654,477
Public Works, Recurrent,	1,797,659
Public Works, Extraordinary,	3,840,768
Kowloon-Canton Railway,	1,234,879
Volunteer Defence Corps,	107,813
Royal Naval Volunteer Reserve,	25,433
Miscellaneous Services,	1,951,995
Charitable Services,	106,704
Pensions,	913,000
— Total	\$22,031,478

OPTIONAL CLAUSE

BRITAIN AND DOMINIONS SIGN TO-MORROW

MODEL TREATY

Geneva, Yesterday.

It was announced to-day that representatives of Great Britain and the Dominions will sign the optional clause of the statute of the permanent Court of International Justice to-morrow.

The Third Committee adopted the resolution of Viscount Cecil regarding a model treaty for strengthening the means of preventing war.

Viscount Cecil invited the Council to request the committee on arbitration and security to consider the drafting of the general convention on the lines of a treaty which could be referred to the Governments for their consideration prior to the next Assembly.—Reuter.

Free State Signed

Representatives of Great Britain and the Dominions, except the Irish Free State, will to-morrow afternoon at Geneva sign the optional clause of the statute of the Hague Court. The Irish Free State has already signed.

Victims of Aggression

After a long debate the Third Committee of the League of Nations Assembly decided to postpone to next year the further consideration of the draft of the convention for financial assistance to states menaced by aggression.—British Wireless Service.

SOVIET ACTION

EXPOSITION OF VICE-COMMISSAR DISMISSED

PROMINENT RIGHT WINGER

Moscow, Yesterday.

The Central Executive Committee of the Soviet Union has dismissed the exposition of Vice-Commissar of Finance Franklin, who lately was prominently identified with the right wing movement of the Communist Party.—Reuter.

For stealing a quantity of copper nails from a derelict sampan lying on the Tai Wan Bathing Beach, two Chinese lads, one 15 and the other 14 years of age, were cautioned by Mr. T. S. Whyte-Smith at the Kowloon Magistrate's Court this morning. His Worship told the two offenders that although the boat was left alone it was not there for people to steal things from!

The attendance in the Legislative Council on this occasion comprised:—

H.E. the Governor (Sir Cecil Clementi, K.C.M.G.),

H.E. the General Officer Commanding the Troops (Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.),

The Colonial Secretary (Hon. Mr. W. T. Southern, C.M.G.),

The Attorney General (Hon. Sir Joseph Kemp, C.B.E., K.C.),

The Secretary for Chinese Affairs (Hon. Mr. E. A. C. North),

The Colonial Treasurer (Hon. Mr. M. J. Breen),

Hon. Mr. H. T. Creasy, C.B.E. (Director of Public Works),

Hon. Mr. T. H. King (Captain Superintendent of Police),

Hon. Comdr. G. F. Hole, R.N. retired (Harbour Master),

Hon. Dr. A. E. Wellington (Director of Medical and Sanitary Services),

Hon. Sir Henry Pollock, K.C.,

Hon. Sir Shou-sun Chow,

Hon. Dr. R. H. Kotewall, C.M.G., LL.D.,

Hon. Mr. A. C. Hynes,

Hon. Mr. W. E. L. Shenton,

Hon. Dr. S. W. Tse, O.B.E., LL.D.,

Hon. Mr. B. E. F. Beith,

The Deputy Clerk of Councils (Mr. E. I. Wynne-Jones).

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S.S. "TIMAYO" Sails on or about 26th November.

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From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails on or about 5th October.
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YOKOHAMA MARU	Monday	23rd September.
MISHIMA MARU	Monday	21st October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.		
KITANO MARU	Saturday	21st September.
HAIRUNA MARU (Calls Hull)	Saturday	5th October.
SYDNEY & MELBOURNE via Manila & Ports.		
TANGO MARU	Wednesday	25th September.
AKI MARU	Wednesday	23rd October.
BOMBAY via Singapore, Penang, & Colombo.		
TOTTORI MARU	Friday	27th September.
AWA MARU	Friday	11th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.		
RAKUYO MARU	Tuesday	24th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
KANAGAWA MARU	Tuesday	24th September.
NEW YORK, BOSTON via Panama.		
TOBA MARU	Tuesday	1st October.
LISBON MARU	Friday	11th October.
LIVERPOOL via Port Said, Constantinople, Genoa.		
LYONS MARU	Friday	20th September.
CALCUTTA via Singapore, Penang & Rangoon.		
GENOA MARU	Wednesday	9th October.
SHANGHAI, KOBE & YOKOHAMA.		
AKI MARU (Nagasaki direct)	Friday	20th September.
TOYOOKA MARU	Friday	20th September.
BENGAL MARU	Friday	27th September.

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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.		
ALASKA MARU	Wednesday	9th October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.		
LA PLATA MARU	Friday	4th October.
BOMBAY—Via Singapore & Colombo.	Friday	20th September.
SUMATRA MARU	Friday	4th October.
CHIFUKU MARU	Friday	4th October.
* (Calls at Karachi).		
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI- BAR & MOMBASA—Via Singapore & Colombo.		
CHICAGO MARU	Monday	23rd September.
CALCUTTA—Via Singapore, Penang & Rangoon.	Friday	20th September.
INDUS MARU	Friday	20th September.
TACOMA MARU	Wednesday	2nd October.
* (Calls at Belawan, Deli).		
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.		
ARIZONA MARU (From Shanghai)	Monday	23rd September.
MYKONOS—Via Manila, Suez & Sydney.	Thursday	3rd October.
BURMA MARU	Thursday	3rd October.
HAIPHONG—Via Hothow & Pakhol.	Thursday	3rd October.
MENADO MARU	Thursday	19th October, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.		
JAPAN PORTS.		
SEATTLE MARU	Tuesday	24th September.
HONOLULU MARU	Friday	27th September.
KEELUNG—Via Swatow & Amoy.	Friday	27th September.
HOZAN MARU	Sunday	22nd September, 3 p.m.
TAKAO—Via Swatow & Amoy.	Thursday	26th Sept., Noon.
DEL MARU	Thursday	26th Sept., Noon.
TAKAO & KEELUNG.	Sunday	13th October.
TAKAO & KEELUNG.	Sunday	13th October.

For further particulars please apply to—**OSAKA SHOSEN KAISHA.**
Tel. Central No. 4088, 4089, 4090. N. TAKEUCHI, Manager.**SIR HENRY POLLOCK**

(Continued from Page 1.)

Moreover, the accommodation in the Asylum, which is now grandiloquently described in the Estimates as a Mental Hospital, is most defective; the quarters being cramped and there being no proper exercise ground for the inmates.

In connection with the Hospital we desire also to suggest that there should be two resident Doctors, and that more Chinese Probationer Nurses should be trained, if possible.

"On a Small Scale"

We should like to add a few remarks, on subjects cognate to the Hospital, namely, dispensaries and clinics.

In his interesting Report on Malaya, Ceylon and Java, which was presented to Parliament in December, 1920, the Right Honourable Mr. Ormsby-Gore referred to the excellent work which was being done in the Federated Malay States by travelling dispensaries, which "quite apart from their value to the sick population, have a tremendous propaganda value in inducing villagers to have recourse to diagnosis and treatment."

We note with pleasure that this principle has been recognised on a small scale in the provision of a Harbour Dispensary launch, Item No. 50 on page 48 of the Estimates. This principle might be extended with advantage to outlying districts of the New Territories.

Mr. Ormsby-Gore also mentions the numerous clinics which have been established in Singapore—eight for men and three for women—for dealing with venereal disease and the extensive instruction which is given there for combating that dread complaint. In this matter of the provision of clinics and instruction this Colony appears to be behind Singapore.

The Prison

Our prison accommodation is very insufficient. A few years ago, we thought that we were well on the way to better times, but the fine new office which we had visualised crumpled like the walls of Jericho at the first trumpet-blast of financial depression, and we are left with \$300,000 worth of foundations now buried under the sands of Kai Tak.

We are glad to note that the Government is providing in item 21 on page 45 for dentistry in the Gaol, and we hope that the prisoners will also receive the benefit of the services of the new dental surgeon, who is now being budgeted for, for the first time, and, in passing, we should like to be informed what are the duties of such dental surgeon and to what classes of Government servants he is intended to give his services.

We welcome the initiation of a specially trained Gaol Hospital Staff; a measure which is aptly described by the Honourable Colonial Secretary as a "long delayed reform."

Printing in the Gaol

Whilst conceding that printing is a suitable occupation for certain classes of prisoners, we are opposed to the enlargement of the printing appliances in the present Gaol for the following reasons—

The prison is overcrowded, and the proposal to erect a printing shop within the prison at a cost of \$100,000 will make congestion even worse. On this ground alone the Unofficial Members are unanimously opposed to the printing scheme.

Moreover to sink at the present time \$100,000 into a building that may before long be demolished with the removal of the Gaol to a larger and more suitable site is a waste of public money for the sanction of the expenditure of which the Unofficial Members feel they are constrained to withhold their approval.

Water

Another pressing need is an adequate water supply.

It seems most regrettable that your Excellency is not even now able to lay before us definite waterworks extension proposals under the second section of the Shing Mun scheme, seeing that the full needs of Hong Kong Island are not (as we gather from Mr. Henderson's reports) met under present arrangements, and even with the pipe-line across the harbour and the building of the Aberdeen reservoir, up to a later period than the year 1932.

Also it must be borne in mind that the construction of the big Shing Mun dam, which apparently is the corner-stone of the second section scheme, will take many years to complete even after the plans for it have been drawn up and decided on.

We consider it a matter for grave criticism that the Government in connection with our water supply disregarded the unanimous advice of the Unofficial Members, given in this Council on November 4, 1920, urging the Government to bring the pipe-line across the harbour.

Previous Warning

On that occasion, I, speaking on behalf of all the Unofficial Members of this Council, said as follows—

"As regards the Water Supply, we notice that the Estimates for 1927 do not provide for the bringing of the water from the

Shing Mun Valley across the harbour as was originally intended; and we are disappointed to find that the Colonial Secretary's remarks, in introducing the Budget, contain no reference whatever to so important a matter as the securing of an adequate water-supply for the Island of Hong Kong. It is good news to hear that the first portion of the Shing Mun Valley will place the water supply of Kowloon and of our shipping beyond any probability of shortage for an indefinite period; but we think that steps should promptly be taken to put the Island of Hong Kong in an equally satisfactory position; for, as you, Sir, are well aware, we have, notwithstanding repeated increases in our water-supply on the Island during the past 25 years, constantly found ourselves under the necessity (in some cases for periods of several weeks at a time) of having a restricted water-supply in certain districts of the Colony—a procedure which is not only inconvenient but also contrary to the interests of public health. We, therefore, consider it of vital importance, that the original intention to carry the pipe-line across the harbour should be proceeded with forthwith."

Chinese Support

All those remarks were made by me on behalf of the whole body of the Unofficial Members, but the matter of bringing the pipe-line across the harbour was then viewed as being of such urgency and importance by my Unofficial Colleagues that my Honourable friend Sir Show-son Chow (speaking on behalf of himself and his Chinese colleague, Dr. Kotewall) referred to the matter again in his speech (see "Hansard" 1926, at page 78), in the course of which, after referring to the hardships which the Chinese suffered from a policy of water restriction, Sir Show-son Chow said: "We, therefore, urge that no matter what other minor plans the Government may have in mind for increasing the water supply on the Island, no matter what reasons the Government may have for not proceeding with the Shing Mun scheme, some scheme for bringing water across the Harbour, should be carried out as soon as possible."

Disregarded

The Government however thought fit to disregard the united advice of the Unofficial Members of this Council in the matter with the result that, more than eighteen months of valuable time were wasted in failing to take steps to bring the water across the Harbour, and indeed the pipe-line will, apparently, in all probability not be completed for several months.

Passing on, we note from your summary of the cost of our waterworks and their maintenance that you do not consider that the receipts from water services give a reasonable return on our past expenditure and you hint that in a year or two we shall accordingly have to pay extra taxation in respect of water.

Education

Instruction in agriculture ought to form one branch of the Government's educational curriculum and to be taught in the Government and Vernacular Schools.

In Ceylon, Malaya and the Dutch East Indies much has been accomplished, the rice-crops having been largely increased per acre by scientific means alone, and many new cereals and plants have been introduced.

The Right Honourable Mr. Ormsby-Gore in his above-mentioned Report, when dealing with Ceylon, at page 74, points out the proved utility in Canada and other parts of the Empire of cinema films as a means of disseminating instruction regarding the best agricultural practices, the result of experimental work and research, and the treatment and prevention of insect-pests and plant diseases, and he also points out that the Films Committee of the Empire Marketing Board is now engaged in formulating plans for an interchange of instructional films between different parts of the Empire.

Review of the Colony
Mr. Ormsby-Gore also points out (on page 123), when dealing with Java that, in that island, the best method of reaching the agricultural

(Continued on Page 5.)

to Dr. Wellington has been rather in the position of a General without an army.

There can be no doubt that it is necessary to wage war upon the malaria-bearing kinds of mosquito, especially at Repulse Bay, Stanley and Tai-po and in the Kowloon foothills.

Singapore Recommendation
In this connection the following quotation from the Report, already referred to, of the Right Honourable Mr. Ormsby-Gore seems worth attention—

"The importance of adequate training in hygiene and preventive medicine can hardly be overstated. Every practitioner in a tropical climate should be a sanitarian. The value of measures for the protection of the health of the individual and the community is well-recognised in Malaya, where so many successful pioneer workers in the field of sanitation and anti-malaria measures have set an example throughout the East. It is remarkable, therefore, that a Chair of Public Health has not so far been regarded as essential in the College of Medicine. A strong and vigorous department organised for research and experiment, for post-graduate studies and refresher courses in conjunction with the departments of bacteriology, pathology and tropical medicine, for additional training of the assistant surgeons, and for instruction to Sanitary Inspectors in close association with the Singapore Municipal Health Department is urgently required."

In Hong Kong there is at present no Board of Health whatever; but the question seems well worth consideration whether it would not be advisable for the Government to establish such a board, under the Presidency of the Honourable Dr. Wellington, for preventive and research work, seeing that the present powers of the Sanitary Board in regard to Public Health are very ill-defined.

The question also arises whether this Colony ought not to contribute more than it does now to schools for research into tropical diseases.

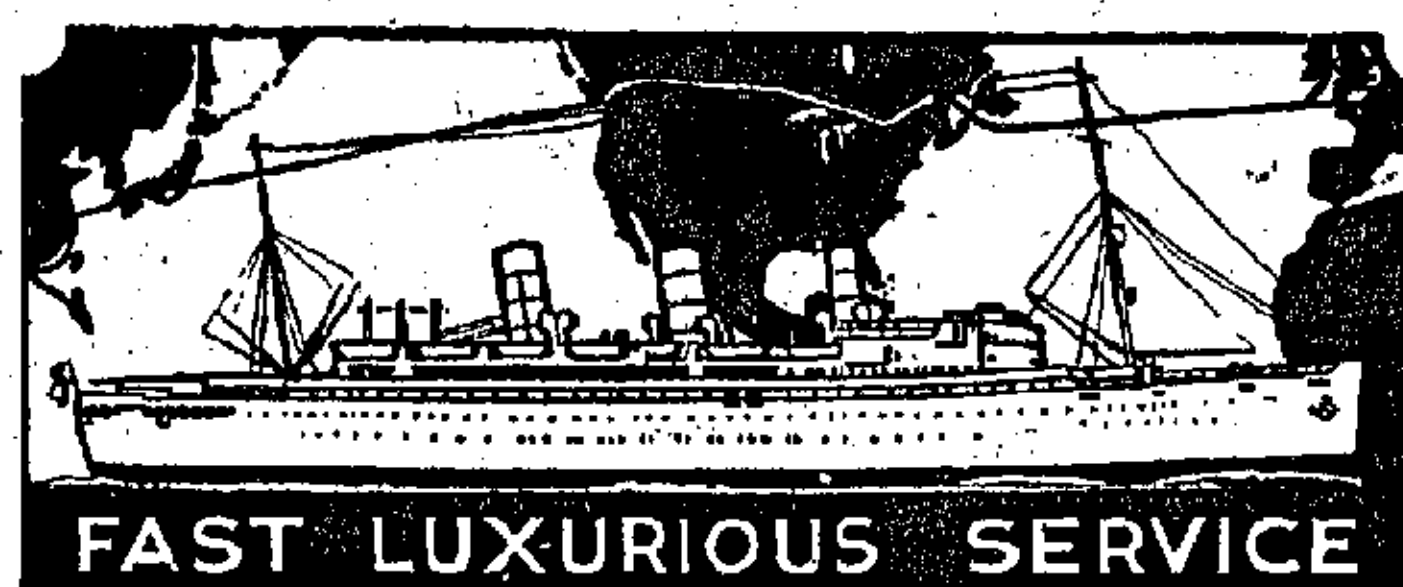
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(Continued on Page 5.)



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*KARMA	9,128	12th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*MIRZAPUR	6,715	16th Oct.	Straits, Colombo & Bombay.
*KALYAN	9,144	26th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
*NAGPORE	5,383	2nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MACEDONIA	11,120	9th Nov.	Bombay, Marseilles & London.
KASHGAR	9,065	22nd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.

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TILAWA	10,066	9th Oct.	Singapore, Penang & Calcutta.
TALAMBA	3,013	24th Oct.	Singapore, Penang & Calcutta.
TAKADA	6,549	27th Oct.	Singapore, Penang & Calcutta.
SHIRALA	7,841	28th Nov.	Singapore, Penang & Calcutta.
TALMA	10,066	18th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,066	8th Dec.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons	From Hong Kong About	Destination
*ST. ALBANS	4,580	4th Oct.	Manila, Sandakan, Thursday Island.
NELLORE	5,553	1st Nov.	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	29th Nov.	
*ST. ALBANS	4,580	1930	
NELLORE	5,553	3rd Jan.	
		61st Jan.	

*Port Holland.

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S.S.	Tons	From Hong Kong About	Destination
*NELLORE	5,553	24th Sept.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	3,013	1st Oct.	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,549	7th Oct.	Amoy, Moji, Kobe & Osaka.
ARAFURA	6,000	8th Oct.	Moji, Kobe, Osaka & Yokohama.
MACEDONIA	11,120	12th Oct.	Shanghai, Moji, Kobe & Yokohama.
SHIRALA	7,841	13th Oct.	Amoy, Moji, Kobe & Osaka.
*BELIANA	9,065	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,065	28th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,066	29th Oct.	Amoy, Moji, Kobe & Osaka.
TANDA	6,956	5th Nov.	Moji, Kobe, Osaka & Yokohama.
RAWALPINDI	16,619	9th Nov.	Shanghai, Kobe & Yokohama.
*LAHORE	5,304	11th Nov.	Shanghai, Moji, Kobe & Yokohama.

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All dates are approximate and subject to alteration without notice.

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SIR HENRY POLLOCK

(Continued from Page 4.)

tural peasant has been found to be by means of a staff of trained native lecturers.

Also we suggest that instruction be given in the above-mentioned schools in sanitation, hygiene and anti-malaria measures and that endeavours be made to instruct the peasants in the outlying districts of the New Territories in the above subjects by means of trained native lecturers.

Likewise, under the heading of Education, we suggest that the curriculum of the University and of all other teaching institutions where English is taught should include a review of the progress of this Colony from 1841 up to today, upon similar lines to Your Excellency's interesting review of the progress of the Colony from 1895 till 1926, as reported in the "Hong Kong Hansard" for 1927, at pages 58 to 65.

Markets

The cost of living tends steadily upwards and we require markets and yet more markets to be built in order conveniently to serve the different districts of this Colony, and incidentally it may be remarked that markets produce considerable revenue.

In our opinion a small market which was unanimously recommended at a meeting of all the members of the Sanitary Board and which need only cost about \$10,000 should be erected in Kowloon Tong, because that settlement is a long distance from any existing market.

We note with regret that, owing to shortage of staff and pressure of other work, little progress has been made this year with the Sanyingpun new market only \$20,000 being spent out of a vote of \$200,000. We especially urge that this building be vigorously proceeded with during the coming year, and that the full proposed allocation of \$200,000 for 1930 be spent during the coming year.

Port Facilities

Hong Kong's one great asset is the Harbour; almost everything which produces prosperity is ranged round it. Hong Kong without her harbour, her shipping, her godowns and her docks might as well not exist.

There are great developments in front of us—bigger ships, many bigger ships than have ever before entered our Harbour, will be running to this port in the near future—bigger possibly than we are at the moment able to deal with.

Is the Government sufficiently providing beforehand for the new conditions as regards dredging and buoy accommodation?

The Hong Kong and Whampoa Dock Co. is, we know, notwithstanding the difficult times through which the Colony has passed, making gallant efforts to keep pace with the rapidly changing conditions of the port by widening the entrance to their big dock in order to accommodate the biggest class of ship at present contemplated, whilst the Kowloon Wharf and Godown Co. is keenly alive to the necessity of increasing its wharf accommodation and negotiations to this end are now in progress with the Authorities concerned. It is to be hoped that the Government will do all within its power to assist these negotiations to a successful conclusion. The cost to the Godown Co. of the necessary extensions to cope with the situation in the future will be considerable but is regarded as essential in the interests of a port of the size and importance of Hong Kong.

We have noted with pleasure on pages 24 and 26 the provision in the Estimates for re-establishing a statistical department under the aegis of the Imports and Exports Office. We agree that these statistics ought to embrace all phases of Hong Kong's trade and thus give a clear indication of Hong Kong's commercial position.

Playing Grounds

Another of our pressing local needs is the provision of adequate and sufficient recreation grounds. This Colony has arrived at a stage in its development when this matter has to be faced fairly and squarely, seeing that it is part of the curriculum of every school in this Colony to instil into every scholar the value of outdoor exercise and physical culture. One has only to read the Report of the Director of Education in order to appreciate this, and on any day and at any time one has only to wander through any part of the Colony to get an idea of what a hold the love of sport is getting on all and sundry. It ranges from the small boy who plays with a shuttlecock in the streets or kicks a ball about in Statue-square to the vast crowds who attend football and other matches.

Your Excellency has appointed a Committee to go into this question of providing more playing grounds, and no doubt we shall receive many valuable recommendations from them, but we most strongly urge on the Government

the conversion of certain large areas into what we would like to describe for want of a better term, as "Municipal Recreation Areas," and in particular we have in mind the low level area between Aberdeen and Deep Water Bay, and the area round the foothills of Kowloon known as "The Park," and the Shatin Valley.

"Lungs" and Open Spaces
In a cosmopolitan Colony like Hong Kong it is desirable to encourage the coming together of the various nationalities in friendly intercourse. What better means can there be to assist this than in the field of sport and on the public recreation grounds of the Colony?

Whilst dealing with the subject of recreation grounds, we desire to draw attention to the fact that the recommendations of the Kowloon Residents' Association regarding the making and equipping of sufficient playing grounds for the children of Kowloon have not yet been carried out by the Government, and in particular we desire to ask why no provision has been made in the Estimates for 1930 for the promised children's playground between Salisbury-road and Middle-road. We would also inquire why sufficient fencing has not yet been put round the children's playground in Chatham-road, as has been repeatedly urged upon the Government.

There is also the vital question of earmarking unbuilt-on spaces as lungs for the Colony; open spaces for dwellers in the congested districts.

Aviation

We now turn to Aviation. Following, as we must, the general trend of events in China we cannot help being struck by the keen interest taken by the Chinese in aviation and the efforts being made by them to create a network of services in various parts of the country.

When one considers the difficulties of communication, the distances to be travelled and the general want of modern facilities, and when one realises that we are by air travel only about six hours from Hankow, two hours from Wuchow, two and a half hours from Kweilin and ten hours from Shanghai, one can get some conception of the great possibilities of aviation.

We have an aerodrome in the course of construction but aviation is still backward in this Colony. Singapore has its flying club financially supported by the Straits Settlements Government and a club at Colombo is under consideration whilst in India there are about 12 similar associations. Flying clubs, such as we refer to, can provide an arm to the volunteers and the police in case of trouble and at the same time those who are prepared to take up aviation on a more permanent basis are given an opportunity to familiarise themselves with the science in its early stages.

Mr. Vaughan Fowler, the representative of the Far East Aviation Co., has laid before your Excellency a detailed scheme for a flying club similar to those I have already mentioned and we are glad to note that you have given it the Colony's financial support in the Budget for 1930. The very substantial provision appearing on page 32 of the Estimates is indicative of your Excellency's belief, which we share, in this means of communication in the future and of its practical application to this part of the world and in particular of Hong Kong's vital interest in it.

Imperial Contribution

At the same time we hope that the new Labour Government, which is obviously anxious to promote the interest of the Colonies to the utmost of its power, will see the reasonableness of the Imperial Government making a larger contribution towards \$100,000 towards our aerodrome.

We feel that this matter of a much larger contribution being made by the Imperial Government is of so much importance that we make no apology for quoting the following extract from the speech made by my Honourable friend, Sir Shou-son Chow, voicing the collective views of the Unofficial Members of this Council, in his budget speech of October 4, 1928 (see "Hong Kong Hansard" of 1928 at page 85):—

"The inability of His Majesty's Government to contribute more than £100,000 towards the cost of the Aerodrome instead of paying three-fourths of the total cost is very disappointing to the community, after it had been told that the Secretary of State for the Colonies had actually proposed to the Imperial Treasury three-fourths of the cost as being its equitable share of the outlay. Feeling that the Secretary of State would not have accepted this proportion as representing the Imperial Government's just obligation unless it had appealed to him as eminently fair, as I may say it does to us, we earnestly hope that further strong representations will be made to the Imperial Government to increase its contribution to the full three-

fourths. The Aerodrome, while it will be a valuable local asset, will be a still more valuable Imperial asset as a vital link in the communications of the Empire."

The present Unofficial Members of this Council, who now number eight against six a year ago, unanimously endorse the above view expressed by all the Unofficial Members last year.

Broadcasting
Broadcasting is an important modern method of communication, of which this Colony has not availed itself to any considerable extent.

We are not here referring to the transmission of musical programme for "bright young people," but to something far more important; things that are likely to contribute to make Hong Kong the commercial centre of a large area—that is to say, the distribution of all kinds of market quotations, shipping news, news of the world, in short, everything that is likely to be of interest or value to commerce and shipping.

To-day our range is about 50 miles but with an expenditure of about \$200,000 and an annual contribution of about \$80,000 we have an effective range of 400 miles.

Consider, for a moment, the man in Poochow whose news from here is always four days old or the merchant at a place like Wuchow. What a boon an effective broadcasting system from Hong Kong would be!

For Propaganda

On the value of broadcasting for propaganda purposes we need not dwell, for that is apparent.

The Right Honourable Mr. Ormsby-Gore, in his report already referred to, after pointing out that considerable progress had been made in Ceylon in the development of a broadcasting service, says, on page 129, in regard to Java:—

"There are no less than six broadcast transmitting stations in Java. News, information, entertainment and education are transmitted to listeners in different parts of the island. In wireless telegraphy there is the very large high-power long and short wave station at Malabar and a newer short wave station nearer Bandoeng. These communicate direct with Europe and with the United States of America."

"Such developments are far ahead of anything yet accomplished in the British Colonial Dependencies."

Military Contribution

On page 12, item 93 of the Estimates and on page 100 we notice some rather puzzling figures regarding Military Contribution.

For instance, the revised estimate for 1929, \$3,321,768 on page 12 is not repeated on page 100.

Are we to understand that this latter figure and not the approved estimate for 1929, which appears as \$3,983,388 on both pages 12 and 100 is being paid for Military Contribution this year?

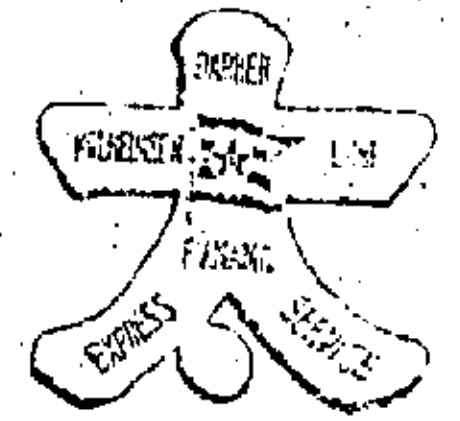
In connection with Military Contribution, we should also like to know whether such Contribution is paid upon the basis of the Colony's sales of inland telegrams.

We submit that it is seriously open to question whether such profits ought to be subjected to Military Contribution.

A New Road

We see from the Estimates for Public Works Extraordinary (Item No. 18 on page 84) that a sum of \$15,000 is budgeted for in connection with a small portion of the 70 foot road between Causeway Bay and Causeway Bay.

(Continued on Page 6.)



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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent. All claims against the steamer must be presented to the Underwriters on or before the 6th October, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by, GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 15th September, 1929.

MOVEMENTS OF STEAMERS

The M.V. "Japanese Prince" arrived at Boston on September 16, and New York on September 18.

The Dollar Liner "President Polk" is scheduled to leave Shanghai to-day and will arrive at this port at 7 a.m. on Saturday, September 22. This steamer will continue her voyage Round-the-World on Sunday, September 22 at 8 a.m.

The American Mail Liner "Pres-

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the results of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Doherty during the years 1887, 1888 and 1889.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

September 19 to 25, 1929					
DATE	Standard Times	High Water	Standard Times	Low Water	Standard Times
Sept.					
Thurs 19	8 19	7.4	3 38	1.9	
Fri. 20	9 58	8.3	4 38	1.6	
Sat 21	10 29	9.1	5 40	1.0	
Sun 22	10 43	9.6	6 47	1.4	
Mon 23	11 13	9.4	7 59	1.0	
Tues 24	11 44	8.7	9 03	1.0	
Wed 25	12 04	6.9	6 57	1.3	
	1 45	5.0	8 59	1.3	
	3 01	4.5	6 10	1.3	

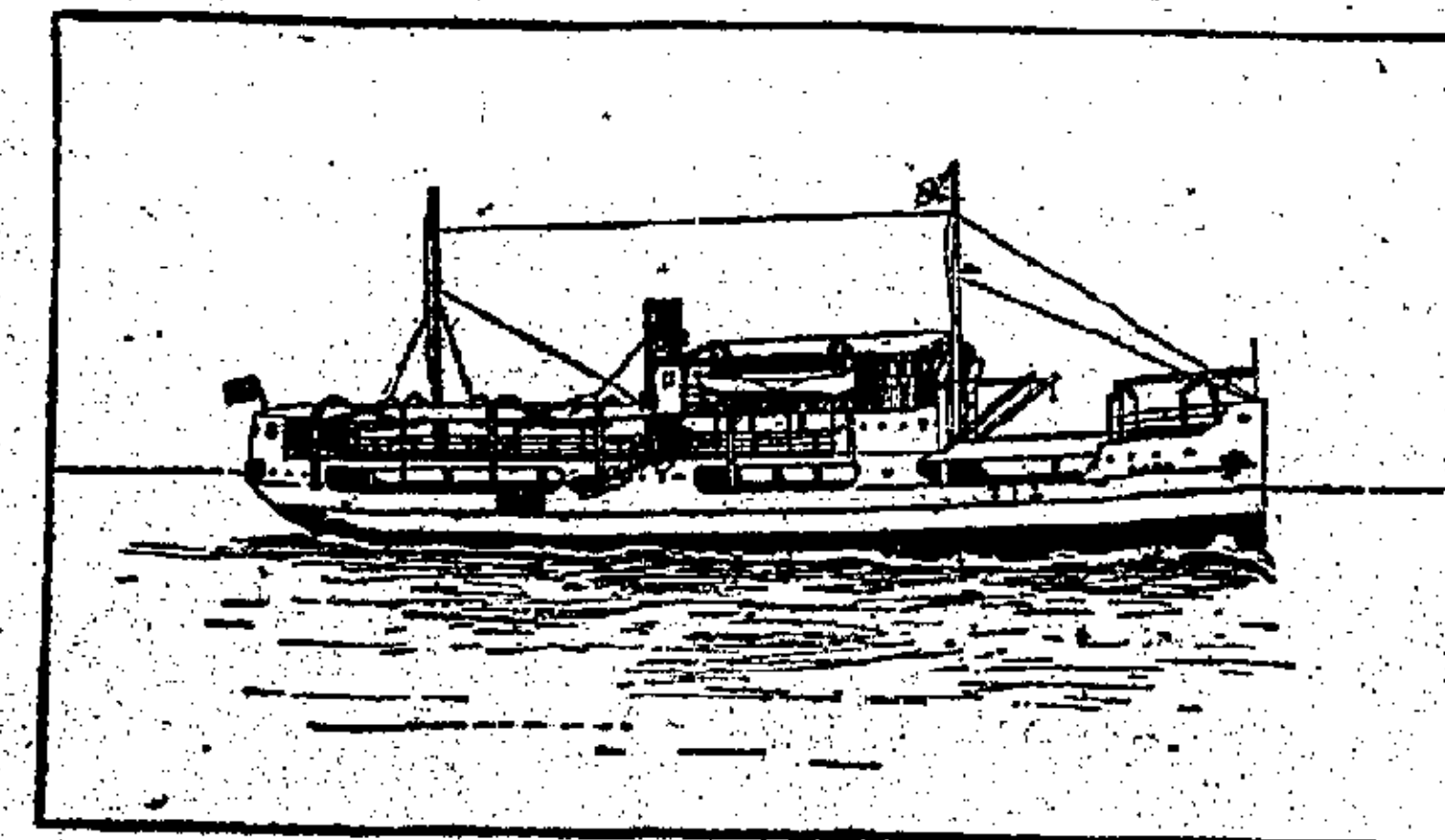
dent McKinley" will sail from Manila on Friday, September 20 at 4 p.m., and is due to arrive here at 7 a.m. on Sunday, September 22. She will sail for San Francisco and Los Angeles, via Shanghai, Japan and Honolulu, on Tuesday, September 24 at 12.30 a.m.

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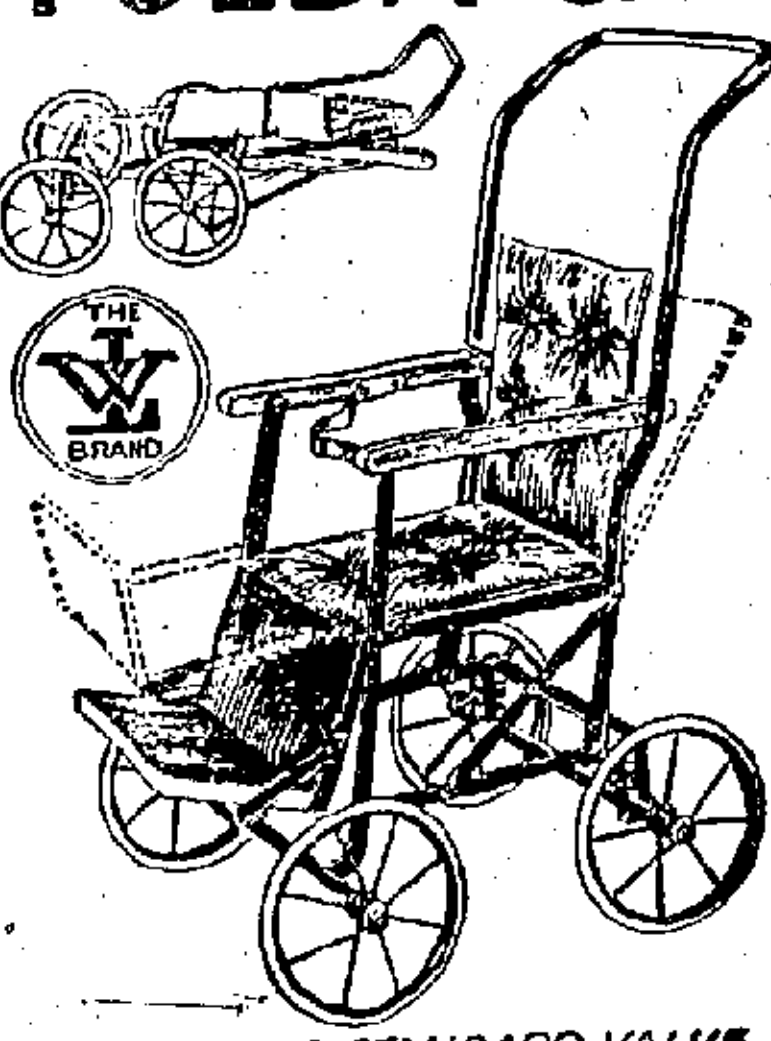
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\$13 including postage \$15, payable
in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES--
Office: Central 22.
Editorial: Central 441.
Cable Address:--Mail, Hong Kong.

London Offices:--The Far East-
ern Advertising Agency (London),
Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, Sept. 19, 1929.

AIM FOR MODEL COLONY?

This afternoon Unofficial members of the Legislative Council had their annual "field day." One by one they had an opportunity of asserting themselves. They took full advantage of the delight afforded by turning a barrage of criticism on the Budget and on the Government's methods of administration. Scarcely a topic in the Budget speech of the Colonial Secretary but received mention in the flow of words at this afternoon's meeting. It may truly and very conveniently be said that "these speak for themselves." It is well that an adjournment has been arranged to Monday to permit of fully considered replies to the numerous points raised.

Fault finding may be the prerogative of Unofficial members. They each have their favourite schemes. They each delight to "bark and bite" (metaphorically speaking) at the favourite topics of others being given pride of place in the Government's scheme of things. They each exercise the privilege of an annual "growl" if the Government does not see eye to eye with them. In the multitude of counsel there may be wisdom, but it is not all confined to the Official or the Unofficial side of the Council Chamber. Persistent as may be the efforts of the Unofficials to impress their views on the Government, the Officials, for their part, are no less tenacious in clinging to schemes that they can always get passed with the aid of an Official majority. After all, none of the

Unofficials may be said to represent the whole community in the sense that a Member of Parliament represents a constituency in the House of Commons. One can only speak on behalf of the Justices of the Peace; another can but echo the opinions of the General Chamber of Commerce; yet another can plead only for the Chinese; and another is confined in his representations to Kowloon. And the remainder--well, they are in the unhappy position of representing Ego! They are without a constituency or a clientele. They must remain spokesmen for themselves.

But, however critical may Unofficials be on this "day of days" to them in the Legislative Council year there cannot be any mistaking of their sincerity and their honesty of purpose. It would be passing strange to find any of them saying "Yea" to the Government's every "Yea," or "Nay" to the Government's every "Nay." No less than the Officials are they imbued with the desire to share the reflected glory of making Hong Kong better for their individual efforts and brighter and happier than when they first entered the sacred portals of the Legislative Council chamber. In the difficult and oft thankless task of governing, they are ever ready and anxious to second the efforts of the Officials; and, in this spirit, to point out where they consider the Officials might with advantage to all concerned consider other angles than their own. Hong Kong may not be entitled to a hundred per cent. marks of a model Government or a model Colony. But it were well for Officials and Unofficials alike to co-operate toward this very desirable end. It were better to have tried and only partially succeeded than never to have tried at all. A happy and contented people is the Alpha and Omega of all government. The means to ensure that may often seem strange, if not at times suspicious and even questionable; but after all, 'tis the spirit that counts. The Titan of old declared, as he wielded his battle axe, "I mean well." Only his unhappy victims could cavil at his methods. It is equally the spirit that counts in modern administration. Each man, Official and Unofficial, can speak and act only according to his lights. The means must surely justify the end, if that end is the creation of a better Colony and the maintenance of all that elevates and uplifts mankind

locally. In the Unofficial speeches this afternoon and in the Official rejoinder thereto, let us who but act the role of spectators, applaud the public-spiritedness and the fealty and the goodwill on both sides wherever such brightens the horizon of local administration and wherever such offers in the tiniest degree a hope of better times to come for ourselves and for those who follow in our wake.

Two Chinese were fined \$2 each for driving their rickshaws without licences, by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning.

A piece of carved green jade was reported by Major J. L. P. McNair, R.A., to have been lost by him on Monday either in the City or on the Star Ferry.

Mrs. J. McLeod was the victim of a snatcher in Wyndham-street, yesterday. The thief got away with her handbag containing \$7 in cash and a bunch of keys.

A quantity of brass typhoon bars, worth \$18.40, was reported by Sanitary Inspector Gunn to have been stolen from the coolies' quarters in Hospital-road.

The Police have arrested a Chinese named Lau Shui-long (26), for the alleged theft of jewellery worth \$135 from a guest of the Asia Hotel. The property has been recovered.

A sneak thief snatched a rattan basket from Mrs. W. J. Hanna in Lee House-street yesterday. The basket contained \$15 in notes, a Peak Tram monthly ticket, and a Mercantile Bank cheque book.

Having served three months' jail in 1926, a Chinese was sentenced to five months' hard labour at the Kowloon Police Court to-day, for the theft of a pair of Chinese cloth under-pants from a stall foki in Reclamation Street.

Yesterday a messenger employed by the E. E. Telegraph Co., left his bicycle at the entrance of China Building whilst he went to one of the floors to deliver a telegram. When he returned he found that the machine had been stolen.

At the Cathedral of the Immaculate Conception, Glenelyn, on September 21, His Lordship the Rt. Rev. Mgr. H. Valtorta, D.D., Bishop of Lerici and Vicar-Apostolic of Hong Kong, will raise the Rev. Peter Ngai Wa, acolyte, to the Sacred Order of the Sub-Deaconate.

Chung King (44), the married woman, who was charged on Tuesday with keeping her house at 156, Shanghai Street, 3rd floor, for Po Piu Lotteries and having in her possession 376 Po Piu tickets which were found as the result of a raid carried out by Det-Sgt. Fowle and a Chinese Detective, was this morning at the Kowloon Magistracy, found guilty on the first charge and fined \$100 with no option by Mr. T. S. Whyte-Smith. The tickets, which were current, were ordered to be confiscated together with some paraphernalia which was used in the running of the lottery.

LEAGUE'S WORK

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SLAVERY COMMISSION

Geneva, Yesterday.

The Third Committee of the League of Nations to-day adopted a resolution that a complete text of the Financial Aid Convention be drafted for consideration not later than the Assembly of 1930.

The Sixth Committee has adopted a report on the work of the Mandates Commission together with a resolution reviewing the expression of confidence in the work of the Commission, and expressing profound regret at the recent events in Palestine, complete confidence in the enquiry instituted by the mandatory Powers, trusting that order will be speedily restored with a view to preventing a recurrence of similar incidents and hoping that the institution of mandates would continue to pursue the ideal of civilisation.

The Committee also adopted a report in slavery with a resolution postponing further consideration of the British proposal to revive the temporary commission of slavery, and urgently requesting the States which have yet ratified or acceded to the Slavery Convention, of Sept. 25, 1926, to do so. Reuter.

SENATOR QUEZON

The President of the Philippines Senate, Mr. Manuel Quezon will arrive here by the s.s. "President McKinley" on Sunday en route to Shanghai. He will probably spend about one month during North China for his health.

SIR HENRY POLLOCK

(Continued from Page 5.)

The portion of the road from Ah King's Slipway to the South China Athletic Association bathing house is one of the most difficult and dangerous roads in this Colony, and we consider that the continuation and completion of this road for the full distance between Causeway Bay and Quarry Bay should not only be taken in hand, but should be completed without further delay. In fact we regard it as most unfortunate that the work on this road should have been delayed for so long.

Saukang Road

We notice on page 88 of the Estimates (Item 110) that it is proposed to construct a new road from Kowloon City to Saukang at an estimated cost of about \$1,170,000.

Whilst we are of the opinion, that having regard to the great rapidity with which the Kowloon Peninsula is developing, it is desirable to provide facilities for further development and expansion, we are of the opinion that there are a number of schemes far more pressing than the proposed Saukang-road, and which need putting in hand and completion before this proposed road is brought under consideration. Many of those schemes we are indicating to-day. For the above reasons we are of the opinion that it is premature to proceed with the proposed Saukang-road.

It seems to us a complete fallacy to suppose that the opening up of motor-roads with pleasant building-sites on them must necessarily lead to building development, and in this connection we need only point to the Tai-po-road, built thirty years ago, the Castle Peak-road, the short road over the hill to Repulse Bay and the Shek O-road.

Royal Naval Volunteer Reserve
We read, from page 100 of the Estimates, that it is suggested that a Royal Naval Volunteer Reserve should be created in this Colony and that in the coming year a sum of \$28,205 is there budgeted for as the first year's expenditure.

We are of opinion that the formation of the Royal Naval Volunteer Reserve may to a certain extent detrimentally affect the Volunteer Defence Corps, and that that Corps serves a far more useful and practical purpose.

We consider that the Royal Naval Reserve is unnecessary here and that Naval work should be left to the Navy; and we shall vote against the item for its establishment in the Appropriation Bill for 1930. This item, apparently through inadvertence, does not include the sum of \$2,832 mentioned on page 100 of the Estimates, for the proposed personnel of that Reserve.

The sum now budgeted for is only a beginning, and doubtless a larger annual grant would be required in the not distant future.

Kowloon-Canton Railway
Our Railway to the border shows a better return than before, but it can hardly be regarded as a successful venture until such time as the Hankow-Canton Railway is completed and the loop-line at Canton is built.

We desire to take this opportunity of assuring your Excellency that all sections of this community most heartily support you in your untiring efforts to maintain the most friendly relations with the Chinese Authorities in the neighbouring provinces of Kwangtung and Kwangsi and also with the Chinese Central Government at Nanking.

We also trust that the rumoured negotiations for connecting Canton with Hong Kong by telephone will prove successful, because every link which joins Hong Kong to Canton is of mutual benefit to both places.

Loans
It may well be asked how are all these schemes to be financed. We are of opinion that such as we may regret, we have now arrived at the parting of the ways--we cannot continue to pay for the permanent works out of current revenue--posterity must contribute to the benefits posterity will receive. We are of opinion that although it may be possible to make economies in many directions, nevertheless current revenue is obviously insufficient and a carefully considered policy of municipal loans must be resorted to.

Treasurer's Memorandum
We notice a paragraph in the Treasurer's Memorandum on Revenue, which states that arrears of premia due from the Kowloon Tong Estate and the Praya East marine lot holders; and we should be glad to be informed what is the amount of the arrears of premia which is due from each of those bodies respectively.

In connection with the Praya East reclamation, we should like to know when the Government proposes to put up lights along Lockhart-road on the Reclamation, so as to enable motor vehicles to use that road at night as well as by day between Arsenal-street and Percival-street, and thus to avoid entirely the tram route at night for that distance.

Broadside of Questions
I will now bring this long speech to an end in the orthodox fashion, by firing off at the Government, on behalf of myself and my Unofficial Colleagues, a broadside of remarks and questions in regard to various items in the Estimates which have not yet been dealt with by me.

(1) On page 6 we notice an item "Carriage, Chair, etc., Licences \$280,000," and would suggest that, in future Estimates, it would be interesting to have a separate heading for motor vehicle licences instead of lumping them together with chair and ricksha licences.

(2) On page 9 in connection with the item "Public Schools' Fees," we should ask the Government to consider whether the fees charged in public schools ought not to be reduced.

(3) On page 9 we notice the item "Message Fees \$100,000." Does this

mean wireless message fees, and, if so, why are the estimated receipts for 1930 less than those for 1929?

(4) On pages 18 and 20 we notice the items of \$2,000 and \$500 respectively for Afforestation in the Northern and Southern Districts of the New Territories respectively, and would suggest that in future years that expenditure might be doubled.

(5) In connection with the Post Office (page 21) we suggest that the accommodation on the ground floor and in the basement is insufficient for its requirements.

(6) On page 27 what is the meaning of the sudden appearance of two new items:--

19 Coal for Offices \$5,000
20 Rent, light and water allowances for Ship-
way staff 2,334

Marine Surveyors' Launch
(7) On page 27 we notice that, although the Government Marine Surveyors' Department already has four launches, namely, one steam-driven H.D.3 and three motor-driven, H.D.6, 7 and 8, the Harbour Department is asking, in addition to the new motor-launch for the G.M.S. Department, now under construction, an additional motor-launch for this Department and also a new launch for the carriage of Stores and Relief.

In view of the fact that every shipyard in the Colony can now be reached by bus or tram, with a considerable saving of time over travelling by launch, and also that (see page 27), the Marine Surveyor and his 13 Assistant Surveyors receive conveyance allowance, the necessity for the use of launches by the G.M.S. Department is limited to the inspection of vessels lying in the Harbour which are not numerous enough to warrant any increase in the number of launches allotted to the G.M.S. Office beyond the four completed launches above referred to.

In these circumstances we suggest that the unfinished new motor-launch be utilised for other purposes to be determined later and that the second new motor-launch and the new steam-launch be not built at all, seeing that the "Kau Sing," which (we understand) is capable of steaming at 9 knots on one boiler, seems to be eminently suitable for stores and relief work.

We would add that other sub-departments of the Harbour Department seem to have numerous launches under their control and that, if, by chance, an additional launch is occasionally required by the G.M.S. Department, that Department ought to be able to obtain it for the special occasion by applying to another sub-department in the Harbour Office.

Incidentally we are informed that the staff of Government Marine Surveyors has grown to such dimensions that it seems doubtful whether there is sufficient ship-building and ship-repairing work now going on in the Colony to keep them all fully employed.

A Costly Picnic
(8) On the same page 27, we notice the item "Training expenses of G.M.S. in England \$20,945."

We should like to know why the Government is to be held responsible for the training of the Government Marine Surveyors in England and also why the amount for such training has increased from \$7,200 in 1929 to \$20,945 in 1930 (9) On page 30, we would ask for an explanation of the new item "Allowances to 17 Diesel Engineers at \$120 each."

(10) In connection with the new item on page 34 "Inspection Officer to be informed as to the necessity for such an Inspection Officer and what duties he is to perform."

(11) With regard to the item on page 38 "Launch to replace S.D. 3, \$30,600," we understand that this launch was wrecked near the Potau Mun in returning from a picnic excursion, at Shek O--a very unusual route--and we should be glad to learn whether the Government has given instructions in order to prevent a repetition of such costly picnic proceedings at the expense of the revenue of this Colony.

(12) We should like particulars of the "Building \$60,000" (Item 28 on page 63).

Grants for Schools
(13) On page 55, item 51 "Kowloon British School," we regret to see that the Government only proposes to spend in 1930 \$60,000 on this work out of a total sum of \$725,000 required to complete the school. Why is this?

(14) In connection with item 57 on page 56 "Port Works \$2,000," this suggested expenditure seems to us to be wholly inadequate in view of the need which has existed for many years past for the building of an arm to the Typhoon Refuge at Yau-mai, in order to ward off the damaging effects of a typhoon wind from the South. We venture to hope that this work will, therefore, receive the early attention of the Government.

(15) In connection with the Grants-in-aid, on page 101, my Honourable friend, Dr. Tso, desires us to draw attention to the fact that a grant-in-aid is urgently needed by the Mun Sang College which is the only Anglo-Chinese Middle School in Kowloon City.

We have not attempted to deal with the recommendations of the Salaries Commission, which are not included in the figures of the present Budget, because we presume that those recommendations will be later on brought before us by the Government in due form, by motion.

The European Members of this Council consider that the time has now arrived when an area of land should be set apart by the Government for the making of golf-links by members of the Chinese community. They understand that this will be one of the points referred to by the Senior Chinese Unofficial Member in this speech.

Slipping on a worn white fishing from the pilot jolly at the mouth of the Tses, Albert Walter Robbison (10), of Hicks Street, Warrenby, fell into the water and was drowned.

SIR SHOU-SON CHOW

(Continued from Page 1)

can be imagined from the angle of public health; and since the mountain cannot go to Mahomet, Mahomet must go to the mountain. The new scheme is therefore one that must have the support of all classes of the community.

Subsidies to Schools.
The two items "Subsidies to Schools in the New Territories" and "Subsidies to the Elementary Vernacular Schools in Hong Kong" in the Education Estimates show a decrease of \$5,000 each; and no explanation is given for reduction. In the absence of my explanation we are unable to offer any intelligent comment on the matter, but speaking generally we consider that the subsidies hitherto provided are by no means too large. We also note that on page 102 of the Estimates the grant in aid of the University School of Chinese is reduced from \$46,000 to 40,000; but, again, no explanation is given. It would be interesting to know what has happened since the 1929 Estimates were framed to account for this reduction.

Naval Volunteer Reserve.
The honourable senior Unofficial member has given the reasons for the unofficials' attitude in opposing the creation of a Royal Naval Volunteer Reserve. These reasons are that the Reserve may, to a certain extent, detrimentally affect the Volunteer Defence Corps; that the Reserve is unnecessary here; and that naval work should be left to His Majesty's Navy. In addition to these arguments, the Chinese members also consider it impolitic to embark on further military or naval expenditure, albeit such is specifically for defence purposes. At a time when the thoughts of all are concentrating on Universal Peace it is somewhat disconcerting to find in the Estimates a comparatively large vote for the creation of a Royal Naval Volunteer Reserve. This, it seems to us, is a retrograde step; it is entirely alien to the spirit of international concord and fraternity, which is rapidly gathering weight and momentum. The clamour is for the total abolition of the weapons of destruction to a bare minimum required for police and defence purposes. Would it not be a happy gesture for the Government, in this public manner, to abandon this Reserve Force, and thus demonstrate that even such a comparatively small though important British Colony as Hong Kong is completely at one with the British Empire in advancing by every means possible the works of peace—in the genuine and noble resolve to hasten the coming of that day when "Man to man the World over shall brothers be?"

The Prisons.
The honourable senior unofficial member having already commented upon the overcrowded state of the Prisons, I need only say a few words on the Female Prison. I am told that the accommodation is unsatisfactory, and that the lot of the female prisoners can be made less hard. Since Mrs. Southern and her helpers have undertaken the work of visiting this section of the Gaol, some improvement has been effected, and it is sincerely hoped that they will continue this good work for which the Chinese community feel very grateful.

While we endorse the policy of the Government in developing the preventive side of the Medical Department's work, may we respectfully ask that that policy may be carried out in a liberal and sympathetic spirit, and with due regard to the susceptibilities of the people? Some medical men who may be highly qualified in their profession, and who may have the best intentions in the world, may be led by their enthusiasm and zeal into the introduction of measures that are totally unsuitable for local conditions.

Tung Wah Hospital.
The Tung Wah Eastern Hospital is ready to be opened this year; but the Government, in the belief that it could not be for want of funds, has made no provision in the Estimates for 1930. We are happy to say that arrangements have been made whereby the maintenance of the Hospital is assured for two years, thus enabling it to be opened at the end of November next; and we therefore ask that the Government will be so good as to make a substantial grant to this most deserving and much needed institution. If it is inconvenient to make provision in the Estimates now, perhaps a supplementary vote

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could be taken when the time comes.

Recreation Grounds.
The honourable senior Unofficial member has asked for the provision of more recreation grounds and open spaces. We strongly endorse this recommendation, because in the past this very necessary provision has unfortunately been neglected, particularly in the heart of the city. Before the era of town-planning very little thought was taken by successive Administrations for the days when unhealthy congestion in the heart of the city would be severely and sorely felt as it is today. What has occurred on the island should be made impossible on the mainland where rapid development is going on almost from day to day. The Government would do well to earmark specific sites for the provision of these "lungs" which are so essential to the health of the people. We are aware of Your Excellency's personal sympathy with the need for recreation among all classes of the population, and we trust that you will see fit to instruct the Public Works Department to allot a piece of ground to the Chinese community for a golf-links; and, pending such allotment and completion of the link, to set aside certain days of the week for the playing of golf by Chinese on some of the existing recreation grounds.

The recent development in the realm of Sport by the Chinese has been well described as nothing short of marvellous. A well-developed body makes for greater efficiency in work, and experience has proven that the best workers among the young Chinese are those who have taken up sport of one kind or another with zest. To-day golf is not, as in time gone past, a luxury for the few, as witness the growth of municipal golf-courses throughout Great Britain. That example can well be adopted for the requirements of the population in which the Chinese element predominates to the extent of over 95 per cent.

Water Works.
Although the honourable senior Unofficial member has dealt with the all-important question of water works at some length, we make no apology for expressing the views of the Chinese by way of amplification and emphasis. When the 1929 Estimates were before this Council the Hon. Dr. Kotewall, speaking on behalf of the Chinese unofficials, offered some pertinent comments on the subject. I feel that I cannot do better than repeat some of his words. "The complaints we have heard this year," he said, "have been particularly bitter. While one may regret such bitterness, one cannot help sympathising with the distress that evokes it. The more intelligent classes know that there are things which are beyond human control. They also know the efforts made by the Government to secure a permanent augmentation of our water supply. But the people bearing the actual hardship cannot be expected to make fine distinctions. All that they know is that year after year, for many years, and sometimes more than once in the short period of a few months, they have to endure a restricted supply; and that, so far, no tangible evidence of the Government's endeavour to find a permanent remedy is in sight."

No one, sir, has challenged the accuracy or fairness of this statement; and since then the water situation has become worse—at least it became worse for a few months. The Government has on more than one occasion during the last two months expressed admiration and appreciation of the fortitude and patience shown by the Chinese community, and it is with pride that we share this sentiment. But patient though the people have been, I shudder to think what the consequences would have been, had not the rain come in such a timely way—just when the situation had become so bad, and the people's patience was on the verge of exhaustion. That rain was providential. Had the drought continued a few more months the Colony's surplus balance which is so much needed for constructive and productive public works, would have been largely consumed by the emergency measures. Sir, we cannot afford a recurrence of that most distressing condition. It must be prevented with all the means and energy at the command of the Government. All the permanent schemes should be decided upon, and then pressed on with the greatest possible speed, without a single day's avoidable delay. Any such delay would have an unfortunate reaction on the minds of the people, and I know that Your Excellency will not permit it.

Opening of Wells.
Until these schemes are completed, and until an adequate water supply is assured to the Colony, we ask that Your Excellency's policy in regard to wells may be interpreted in a liberal spirit by the departments concerned. The wells opened during the recent crisis have yielded results, both material and psychological, which have fully justified that policy.

Rider Mains.
Your Excellency in your masterly review of the Colony's Waterworks, mentioned the possibility of abolishing the rider-main system.

Until these schemes are completed, and until an adequate water supply is assured to the Colony, we ask that Your Excellency's policy in regard to wells may be interpreted in a liberal spirit by the departments concerned. The wells opened during the recent crisis have yielded results, both material and psychological, which have fully justified that policy.

If we do not take up this question to-day, we hope that it will not be thought that we acquiesce in the abolition. As a matter of fact, our mind is not made up, because we have not the facts before us to enable us to do so. We would like to have time to ascertain public opinion, and we ask that before the Government actually makes its decision it will give us full opportunity to debate the matter.

Preparation of Estimates.
From individual items I now turn to certain general features of the draft Estimates—the financial side of the Budget, and the method of its preparation. In making our remarks we do so in no carrying spirit, but with the sole object of assisting the Government with some constructive suggestions.

In the draft Estimates the totals of "Other Charges" and "Special Expenditure" are not shown separately, as they had been invariably shown until a few years ago. If anyone now desires to ascertain this information, he will have to make the calculations himself.

Again, until a few years ago, each Department showed its own expenditure in a comprehensive form, that is, all expenditure appertaining to any one department was shown under that department. In the Estimates of the last two or three years this has not been the case. For example, if we turn to the first department under Estimates of Expenditure—the Colonial Secretary's Office—we find that the salaries of the Assistant Colonial Secretaries and of the junior clerks are not given under that head but are placed under "Clerical Services," "Senior Clerical and Accounting Staff," and "Junior Clerical Service." This means that if one desires to find the total expenditure of a given department one has to look up no fewer than four different "heads" and two appendices, before one can arrive at the result. We remember that when the 1926 Estimates were introduced, His Excellency Sir Edward Stubbis gave explanations for grouping all clerks under one head (see page 80 of Hansard 1926); but the unofficial members, not being quite enamoured of the innovation, expressed the following views (to be found on page 91 of the same Hansard) through their spokesmen, the late Hon. Mr. P. H. Holyoak. We note for the first time that all junior clerks now come under the definite heading of "Junior Clerical Service."

Whilst appreciating the explanation that this has been done for the sake of economy in time and labour, we are not fully satisfied that it is not preferable to debit these salaries to the various departments concerned, so that we may arrive at definite knowledge of the cost of running each department. The Government and the public have had four years practical experience of this change, and in our view the result justifies the doubt entertained by the unofficial members at the time. We respectfully submit that for the reason we have given, public interests would be better served by a reversion to the old system of grouping all expenditure under each department concerned, even were a little more time and labour entailed thereby.

Notes Too Scanty.
The Hon. Colonial Secretary, in his speech introducing the Estimates now before us, said that "the notes in the draft Estimates will afford members of the Council much information on points of detail." The notes are very scanty, and in some departments are almost entirely absent. Reference to the Estimates of the Sanitary Department and the Public Works Department will bear out my statement. It is true that some notes are given in the "Abstract," but in order to facilitate reference such notes—and they should be fuller than they are in many cases—should also be shown in the body of the Estimates.

If they are considered unnecessary as foot-notes in the Estimates, then they should not be given in some departments such as the Botanical and Forestry Department which rightly furnishes notes for every item showing a difference, however small. There should be uniformity in the method of presenting these Estimates which are presented to the public as one indivisible whole.

Ever-Increasing Expenses.
It is now my ungrateful task to offer a few remarks on the ever-increasing expenses of the Colony's administration. Last year, as the spokesman for the unofficial members of this Council, I had the honour to draw attention to expenditure increasing at what we called an alarming rate. The same comment seems to be more than ever called for. We feel that we would be failing in our duty as representatives of the Chinese who form the bulk of the population, if we were to let this matter pass without calling attention to it. The unofficials pointed out in 1928 that Personal Emoluments alone showed the enormous increase of \$848,184 in the draft Estimates for 1929.

In the Estimates now under consideration the net increase in Personal Emoluments including Rent Allowances and High Cost of Living Services, is \$980,543. Of this amount the item "New Posts" accounts for \$396,620, after savings

in the abolition of posts have been allowed for. Sir, this expenditure seems far too large, following as it does the enormous increase sanctioned for 1929.

Even taking into account the increases necessitated by the addition to the staff of the Medical and Police Departments, we have the feeling that expenditure has been increasing at a rate not altogether commensurate with the increase in the work of administration. If expenditure continued at the present rate, the Government would very soon have to resort to additional taxation which, to repeat the words of the unofficial members uttered through me last year, is a contingency "which the Colony is not in a position to stand without the most serious effects on its trade—effects which would have immediate reaction on the public finances as well as on the general prosperity of the Colony."

An Explanation.
In making these remarks I desire to offer an explanation of my own position. It may be asked why, while on the one hand, as a member of the Salaries Commission, I have made recommendations for an increase of salaries, etc., which would amount to about \$1,300,000 a year, I am, on the other hand, unfavourably commenting on the Government expenditure. My position would be clear, if a little thought were given to it. I maintain that it is one thing to pay an employee well, whether he is serving the Government or a private concern; and quite another to increase the personnel when it may not be justified by the volume of work performed.

Tribute to His Excellency.
Having discharged our duty as representatives of the largest section of the tax-payers, I have pleasure in tendering to the Government the thanks of the Chinese community for the sympathy, energy and promptitude with which it adopted measures to deal with the recent water situation. We are under a special debt of gratitude to Your Excellency for the very ready manner in which you met the appeals of the community, and for the solicitude regard you evinced for the sufferings of the poor in those trying days. The public is no less grateful to you, sir, for the statesmanlike and marvellously successful way in which you have preserved the friendly relations with our great neighbour, notwithstanding the change of administration that has recently taken place in Canton.

Your Excellency has, indeed, passed through another year of extremely arduous work, and great anxiety and I know that I am voicing the sentiments of all sections of the community when I express the wish that the short holiday which Your Excellency is about to take may give you renewed health and reinforced vigour.

CORRESPONDENCE.

INDIAN FLOODS

[To the Editor of the "China Mail"]
Sir,—I am desirous by my Association as per resolution passed in its last sitting to draw the generous attention of the public of the Colony, through the columns of your esteemed Paper, to the recent Heavy Floods of Sind (India) and the outbreak of Cholera there.

From the papers received from India it is very sad to know of the sufferings which the poor people have suffered and the recent telegrams of Reuters received here have confirmed it. Thousands of people are homeless, many have died a tragic death, and consequently many children and women in numbers are without protectors.

We therefore beg to appeal to the generous public of the Colony to extend their generosity and charity to such noble cause and earn the blessings of the sufferers.

Our Association has started a Fund for the same, to which our Association itself has donated \$1,500, and will very much appreciate any donations, whether small or big, from anybody, and the same can be sent to any one of the following:—The Writer, c/o Messrs. Pohoomull Brothers, 29c, Wyndham Street, Messrs. Wasslamull Assomull (the Treasurer of the Association) and the Pioneer Silk Store. I hope that the public will respond to the appeal wholeheartedly, for which every Indian will remain grateful. Charity Boxes are also kept at all the Indian Silk Stores, which are mostly in Queen's Road Central, for any small donations to be received.

Yours, etc.,
F. T. MELVANI,
Hon. Secretary.
Hong Kong, September 13.

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NEW ADVERTISEMENTS.

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A few reserved seats at \$1.00 can be booked at Messrs. A. S. Watson, Kowloon, or The Above Club.

—: COME EARLY :—

CAUSTIC HUMOUR

"THE PATSY" AT THEATRE ROYAL

FORBES RUSSELL COMPANY

Light and entertaining—what more does one want on a hot night in the Theatre Royal?—Geo. P. Cole's "The Patsy," with the caustic humour of the Americans, was presented to an appreciative audience last night by the Forbes Russell Comedy Company from London.

It is difficult to define the effect of having seen "The Patsy" recently on the local scene. Comparison is invidious. The licence of the adapter gave wide range to the film producer and the confines of the Theatre Royal stage are, on the other hand, strictly limited.

"Speaking American"
Still, in April Vivian, the "legitimate show" had a sparkling and vivacious leading lady who "spoke American" quite well if not altogether convincingly. But where else except on the stage would the stage variety of American be heard?

In spite of having lost a considerable amount of money (vide Police reports), Heather Angel also did well; and the other members of the supporting players were in form.

"The Patsy" (or "Molly Make Believe") would, it is thought, be still a good draw on a return visit. Suffice it unto the present, however, is that "The Second Mrs. Tanqueray" will be presented to-night, the Company will be on the Hong Kong side until Saturday night inclusive, and Kowloon (the Star to be precise) will be favoured on Monday and Tuesday.

POSTAL ROBBERIES

DEMAND FOR STRICTER CHECKING

The Post Office is considering important proposals submitted by the Union of Post Office Workers for the better safeguarding of mail bags and registered letters. These have been made following the recent increase in robberies and losses, with which, the union states, it is greatly concerned.

It condemns the "bulk system," which does not afford the security which should be provided, and suggests a reintroduction of the full and adequate checking system of the past.

This system, which the Post Office abolished for reasons of economy, consisted of ticking mail bags from point to point, and, in the case of registered letters, of individual hand-to-hand checking.

THEATRE ROYAL

FORBES RUSSELL PRESENTS

THE NEW 1929

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COMEDY CO.

with

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TO-NIGHT

THE SECOND MRS. TANQUERAY

FRIDAY

THE MARCH HARES

SATURDAY

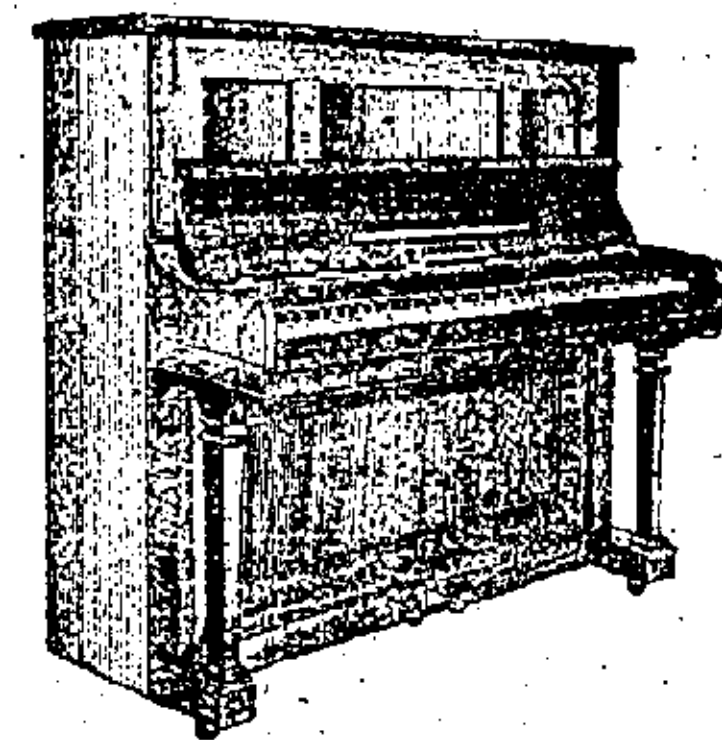
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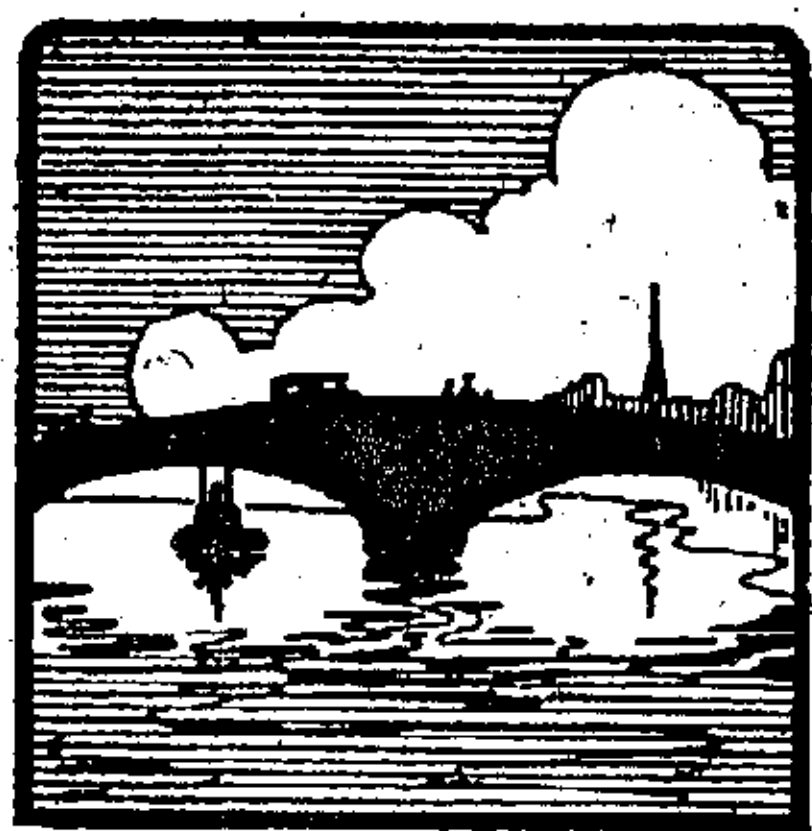
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A WEEK'S PAPERS IN ONE.

OVERLAND

CHINA

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SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given free in the
OVERLAND CHINA MAIL.CHINA NEWS, LOCAL NEWS
and all the NEWS.The Weekly paper that saves you
the trouble of writing Home.

Much interest was evinced by the public in the September Criminal Sessions at the Courts of Justice, Hong Kong. The question to ask, then, is—if so many residents found time to hear the trials there must be others who know the Colony and are absent, who desire to read about the proceedings. You will be doing such people a service by sending them the "Overland China Mail," in which the reports have been collected in handy form.

As is well known, the "Overland" is the only weekly news budget of Hong Kong which carries illustrations. The current number is a bumper one, even when the atmosphere of the Courts is left out of consideration. Because many events have occurred which concern not only residents of Hong Kong, but former residents, those on leave and friends in other parts of the world.

Details of the Sessions are still fresh so that there is no necessity to stress them. It will be sufficient to state that some of the subject matter is unique. But there is an abundance of "local" and "China" news as well.

It has been a busy week locally, in more directions than one—a factor which makes for an increasing ratio of reading matter. There is bound to be something that will capture the imagination of folks in the Old Country. Take, for instance, the messages about the murder of the European Bishop and priests in the interior of China. Again, an epidemic of smuggling appears to have broken out once more in Hong Kong. And there are pages and pages of news about persons and personalities, in contradistinction to reports of ordinary events. In the realm of sports also, the "Overland" has the best to offer.

In the whirl of a trying Hong Kong summer, letters to relatives and friends to other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of picking and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$2.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news features and pictures from the daily "China Mail" that make a studied appeal to people with any interest

whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a bit to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, & having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

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"THE OVERLAND CHINA MAIL."

HON. MR. J. P. BRAGA

(Continued from Page 1.)

When it is remembered that the question of public markets is peculiarly within the province of the Sanitary Board to consider, the rejection of the Board's recommendation to the Government is difficult of satisfactory explanation to those outside the secret councils of the Government.

Children's Playground

In the opinion of residents of Tsim-sha-tui, another matter of more or less urgency calls for immediate attention on the part of the Government. I refer to the children's playground. This also has been sympathetically touched upon by the Senior Unofficial Member. Residents of Kowloon begin almost to despair that children across the harbour will ever be considered worthy of the solicitude of Government in the provision of a suitable ground in a convenient locality where children could run and play about within an area free from the objectionable features to be found in the railled-in portion of the railway ground on Chatham-road dignified with the name of a "Children's Playground." In the senior morning newspaper of September 10 will be found a plaintive appeal on behalf of the children of Kowloon. I should not be surprised if it be that of some British mother vainly pleading for an amelioration of a condition not too creditable to the Colony in the matter of playgrounds at Kowloon. A brief extract from that letter may serve some useful purpose if, perchance, it escaped notice from those to whom the letter was designed to appeal.

Open Spaces

The writer condemned last year's saving of \$22,000 on the proposed children's playground as "an eloquent and practical comment on the 'high falutin' sentiments expressed at the last Legislative Council meeting." The writer describes the Chatham-road playground as "drab," dusty and in the evening a coolies' spittoon; it is positively dangerous. It fronts a long stretch of straight road which offers a temptation to motorists, which, as a whole, they do not and cannot be expected to resist. The railings are about a couple feet high, and take an active child of four some five seconds to scale. It is easy to "save money by allowing such a wretched place to go unimproved."

A cognate subject is that of open spaces. Realising the interest which Your Excellency has taken in the rapid growth of Kowloon it must be apparent how intensively building operations are proceeding especially at Kowloon Point. At the present building rate the few remaining open spaces will have disappeared within the next few months, and the mistake which is apparent in the congested districts of the Island will be perpetuated in Kowloon.

Sanitation

While on the subject of sanitation it becomes my duty respectfully to invite Your Excellency's attention to the serious obstruction of public thoroughfares at Kowloon—and the same may be said of similar conditions obtaining on the Island—by licensed stallholders for the sale of foodstuffs that should be kept within the limits of the markets or shops especially licensed for the purpose. There is flagrant abuse of the conditions attached to these licences. A drive any afternoon through the thickly inhabited districts will convince the most unobservant that certain roadways on the Peninsula as well as on the Island have been converted into open market places by the advantage taken by permittees in exceeding the privileges conceded under the terms of their licences. This abuse of privilege makes it difficult for sanitary regulations to be enforced, not to speak of the serious obstructions to traffic.

Market Gardens

Pursuing further the subject of sanitation, I must once again urge upon the attention of Government the intolerable nuisance created by market gardeners in various localities in New Kowloon. Again and again have I been approached to make representations to the Sanitary Authorities for the abatement of the very objectionable practice of the use of human manure by market gardeners in the vicinity of dwelling houses. I must not, however, fail in my appreciation of the successful efforts exerted by the officers of the Sanitary Department, under the direction of the Head of that Department, in mitigating the nuisance in some cases, especially a recent one at Shatin. But the persistence of permittees in reverting to the insanitary and offensive practice when vigilance is slightly relaxed calls for the immediate cancellation of the permits. Notorious offenders can be found any day within the Kowloon Tong Estate.

Plea for Motorists

Much disappointment has been felt with the recent statement from the Honorable Colonial Secretary in this Council that motor-cars and motor-cycles will not be permitted in future within the square

outside the "Star" Ferry Pier. On behalf of motorists I am appealing to Your Excellency for a reconsideration of the projected scheme of arrangement whereby the privileges now enjoyed by them will be completely removed. One of the great advantages enjoyed by Kowloon motorists is the ability to reside in suburban areas away from the congested districts in the City. A contributory factor of that advantage is the ownership of a car in the case of a family man and of a motor-cycle in the case of a bachelor. Under the new parking scheme forecasted by the Government it will become difficult for owner-drivers to enjoy the benefit of suburban residence unless at an increased expenditure, and it must be remembered this many men with families and young men in this Colony are not blessed with too much of this world's riches. With many, despite appearance, which must be maintained, it is a real struggle for existence. The railway land near the Ferry Pier could be applied to better use and for the benefit of a larger number than the concessions presently enjoyed for a consideration which may or may not outweigh the larger benefits claimed for motorists.

Hills of Kowloon

The presence of disorderly houses on Nathan-road in the very heart of the residential district calls for attention. They were permitted at a time when family residences did not exist in such large numbers in Kowloon and at Yau-mai. Young women of these houses sit on the window sills and intrude themselves on the public gaze in a main thoroughfare every evening, and from midnight onwards the noise from what may be termed the "red-light" district of Yau-mai deprives residents of the rest which they look for in undisturbed sleep.

The hills of Kowloon have a very bare appearance especially that portion above the Railway cutting and on the heights of Hung-ham. The expenditure of a couple of thousand dollars for a couple of years may alter the bareness of Kowloon hills and the effect of the landscape.

Kowloon residents are still cherishing the hope for the fulfilment of the promise of afternoon operatic Band concerts. The Shanghai Municipal Council provides music of a high order for the benefit of the public throughout the year during afternoons and in the evenings. Hong Kong continues to live under the reproach of being behind the Model Settlement in this respect.

School Fees

In the matter of school fees I wonder if Government can effect a revision so as to reduce the cost of fees which are a heavy drain on the residents of this Colony.

A fortnight ago, the Honorable Colonial Secretary spoke of next year's Budget as one of "a forward policy in services rather than in material works." What more tangible proof can there be as a practical demonstration of the Government's earnestness than by beginning in a small way to reduce the cost of living to residents in Hong Kong? Reduction of school fees is something to start with.

After all, it is by contentment with the common lot that one gauges the success of any administration, and "contentment" has been described by a great English essayist as the "philosopher's stone."

It is on the question of the Saikung-road that I am afraid I must sound the discordant note where the considered opinions of unofficial members are concerned. There is no comparison between the districts, viz., those embraced within the Circular-road to Saikung curving round to Shatin and those districts mentioned by the Senior Unofficial Member. On the first section of the projected Circular-road within not more than about twenty minutes drive when the road is completed by motor-car to the Ferry wharf will be found beautiful undulating land in some places and in another a plateau available for building sites that will outlive any in the Colony, the Peak not excepted.

Advertising Enterprise

As an added attraction to tourists visiting Hong Kong the Circular-road will be an eloquent appeal for those whose business it is to attract and will be benefited by the tourist trade. Nature has gifted this Colony with much that is beautiful and compelling admiration; it is the backwardness of our enterprising that is so behindhand with our advertising literature and the judicious use of publicity that has not made known to the world at large the beauties of the Island and the landward so as to attract a larger number of visitors to these shores. It is the exalting of Hong Kong's natural beauties that I would commend to the notice of our business men—shipowners, hotel proprietors and the numerous shopkeepers all of whom stand to gain by more visitors coming to Hong Kong. The Saikung-road will play its part in the way of an added attraction. If it does not at first pay for itself from the proceeds of land sales, the indirect profits brought to Hong Kong cannot be ignored in the whole scheme of things for the Colony. I do not, therefore, share in the unofficial condemnation of the Saikung-road.

HON. MR. SHENTON

(Continued from Page 1.)

expenditure of very large sums. How are we going to provide for this?

The Honorable the Colonial Secretary tells us that the Government has adopted a forward policy in its Budget for 1930 admittedly he says in services rather than in material works. I have scanned the draft Estimates and the Public Works Extraordinary report for support of this forward policy and can only say I can find little support for his statement. Finding the draft Estimates as a whole I describe the general position to be that nothing more than ordinary current expenditure and usual development work has been provided for—nothing more than one would ordinarily expect to see in any normal year—certain minor public works are provided for but they would occur in any normal year—many of the great crying needs of the Colony are not even mentioned—in fact, I find in the words of the Honorable Colonial Secretary that none of "my favourite schemes" have been included. I omit, of course, the water question because that is a category by itself and has already been fully dealt with—it needs no further comment from me, save that no effort can be too great to avert a recurrence of the crisis we experienced this year.

Taxation

The Honorable the Colonial Secretary consoles us with the fact that we can finance the contemplated increases in the Estimates without recourse to increased taxation, a very satisfactory state of affairs, but it certainly appears to me having regard to the general tenor of the Estimates that such cannot be the position much longer. I will not dwell on the Water question, Government Civil Hospital, the Jail, the playing grounds, port facilities, markets, the uncompleted part of the 70 feet road between Causeway Bay and Tai-koo Sugar Factory, aviation, and Broadcasting, they have already been dealt with by the Honorable the Senior Member, but I have in addition a number of my favourite schemes, and I will now deal with what I regard as some of our most pressing needs in "this most progressive and up-to-date Colony of the British Empire."

Our City Hall

Are we proud of our City Hall? True it was an appropriate building 40 to 50 years ago and the Colony must still be grateful to a generous Government and public-spirited men who provided the site and building. Is it at all in keeping with the present requirements of the Colony? Recently His Royal Highness the Duke of Gloucester visited the Colony and the Theatre being the most central position was chosen for his official reception—unfortunately the space is so limited that many were unable to receive invitations, almost to the extent of causing general dissatisfaction on such an auspicious occasion.

The floors of the reception halls have to be shored up whenever a public reception or entertainment is given—the public library and museum must be the cause of disappointment to any visitor who happens to be passing through the Colony.

Chater Collection. The late Sir C. P. Chater, for many years a member of this Council left a very interesting and valuable collection of pictures depicting the Colony's history from the earliest times and also a collection of china—representing a life work but we have nowhere to house these generous gifts. Surely the time has come when a suitable City Hall Theatre and Assembly Rooms must be provided.

I notice that we contribute the sum of \$1,200 per annum to the City Hall item 21 on page 101, a very small contribution.

Vehicular Ferry

Year after year the Hong Kong General Chamber of Commerce refer in their annual report to the need of a vehicular ferry between the Island and Kowloon. The public Press constantly refer to it—are we any nearer the acquisition of such a means of communication which appears to be only too obvious and which must have a most beneficial effect on the whole Peninsula. What is our position? It appears to me to be a disgrace to the community that it is impossible to get a motor vehicle from the Island to the mainland or vice versa between the hours of 7 p.m. and 9 a.m. and then only by very antiquated means and laborious methods—a mere sop to the public.

Sessional papers have been issued but we seem no nearer a solution. Is it that Government's terms are too exacting or is it that no cut and dried policy has yet been formulated? Is it a Government obligation like a road or is it a matter for private enterprise?

Road to Canton. How many more years shall we be talking of the motor road to Canton? Rumour has it that the contract for the construction of the motor road in Chinese territory to

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/10 3/4
Bank, 30 days' sight	1/10 13/16
Bank, 4 months' sight	1/11
Credits, 4 months' sight	1/11 3/4
Documentary 4 months' sight	1/11 7/8
On Paris—	
On demand	1177 1/2
Credits, 4 months' sight	1252 1/2
On Berlin—	
On demand	—
On New York—	
On demand	46 1/2
Credits, 60 days' sight	47 1/2
On Bombay—	
Wire	127 1/4
On demand	127 1/4
On Calcutta—	
Wire	127 1/4
On demand	127 1/4
On Singapore—	
On demand	81 3/4
On Manila—	
On demand	92 1/2
On Shanghai—	
On demand	84
30 days' sight (private paper)	—
On Yokohama—	
On demand	96 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	
Silver (per oz.)	23 1/2
Bar Silver in Hong Kong	
Copper (per lb.)	3 1/2
Copper (per lb.)	3 1/2
Rate of Native Interest	
Chinese Sub. Coin	7% p.a.
Hong Kong Sub. Coin	2 1/2% p.a.
LONDON EXCHANGES	
London, Yesterday	—
Paris	123.855
New York	48.21 3/32
Brussels	34.88
Geneva	25.15
Amsterdam	12.08 3/4
Milan	92.675
Berlin	20.36
Stockholm	18.10
Copenhagen	18.205
Oslo	18.205
Vienna	34.48
Prague	163 1/2
Helsingfors	192 1/2
Madrid	82.86
Lisbon	108.20
Athens	87.5
Bucharest	81.7
Rio	5 1/2
Buenos Aires	47 7/32
Bombay	1/5 27/32
Hong Kong	1/10 3/4
Shanghai	2/8
Yokohama	1/11 1/2
Silver Spot	23 1/2
Silver Forward	23 9/16

—British Wireless Service.

our boundary has already been given out and I have myself seen the pegging out, close to our own boundary. We are, however, almost entirely in the dark as to the position.

Home for the Infirm

Hong Kong is a great international port and as such there is a constant stream of individuals looking for employment. Some are attracted by the prospects of possible work—some because they are unable to get work elsewhere—there is also another class who cease to become employable. The able-bodied are found employment by the General Charities Organisation, the Hong Kong Benevolent Association and other charities, but it is of the last class I now speak—it is impossible to find work for them. They wander between the Sailors' Home and the Hong Kong Benevolent Association and often through no fault of their own become a charge on the Colony—they are of various nationalities—as far as possible they should be repatriated but there is still a residue for whom a refuge should be provided. We have no old age pensions or insurance—they are nevertheless an obligation of the Colony.

Factory Legislation

The Colony is slowly but surely becoming, for various reasons, a manufacturing centre. The probabilities are that it will substantially increase in the not distant future. This carries with it in

T.T. on London 1/10 3/4

T.T. on Shanghai 85

Banks

H.K. Bank \$1235 b & sa
H.K. London Reg. \$131 n
Chartered Bank \$19% b x div.
Mercantile A. & B. \$32 1/2 n
Mercantile C. \$15 1/2 n
P. & O. Bank —
Bank of East Asia \$90 1/2 n

Insurance

Canton Insurance \$630 b
Union Insurance \$341 b
North China Insurance \$160 b
Yangtze Insurance \$650 n
China Underwriters \$2 n
China Fire Insurance \$310 b
H.K. Fire Insurance \$750 b

Shipping

Douglases \$27 1/2 n
H.K. Steamboats \$25 b
H.K. Tugs & Lighters —
Indo-Chinas (Pref.) \$46 s
Indo-Chinas (Def.) \$70 s
Shell Transports (old) \$100/- n
Shell Transports (new) —
Union Waterboats \$22 s

Mining

Benguets \$3.35 b
Kailan Mining Ad. \$2/6 n
Langkats (comb.) \$14 n
Langkats (single) \$9 1/2 n
Shanghai Explorations \$1.40 n
Shanghai Loans \$74 1/2 n
Raubs \$9 1/2 n
Tromoh Mines \$21/- b

Docks, Wharves, Godowns, &c.

H.K. Wharves \$181 b
H.K. & W. Docks \$32 1/2 b
China Providers \$4.45 b
Hongkew \$181 n
New Engineering \$7.90 n
Shanghai Docks \$145 b

Cotton Mills

Ewo Cottons \$23.10 n
Shanghai Cottons (old) \$104 b
Shanghai Cottons (new) \$76 n
Zooig Sings \$113 b

Lands, Hotels & Buildings

H.K. & S. Hotels \$9.40 sa
[9.45/35 1/2 sa
H.K. Lands \$61 b 6 1/2 sa
Shanghai Lands \$160 b
Humphreys' Estates \$14.10 b
H.K. Realities \$7% b s
Chinese Estates \$98 s
H.K. Territorials —
Prince's Buildings —

Public Utilities

H.K. Tramways \$18.10 b 18.35 s
[18.10 sa
Peak Trams (old) \$11.80 s
Peak Trams (new) \$6.05 n
Star Ferries \$67 b
China Lights (comb.) —
China Lights (old) \$13 b
China Lights (new) \$123 1/2 b
China Lights 1928 issue —

H.K. Electric (old) \$62 b

H.K. Electric (new) —

Macao Electric \$23 b

H.K. Telephones \$7 b

China Buses \$115 b

Singapore Tractions \$11/- s

Singapore Pref. \$20/- b

Sincere Ltd. \$2 1/2 s

Industrial

China Sugars 55 cts. s
Malabon Sugars \$27 n
Canton Ices \$2 1/2 b
Cements (comb.) \$9 1/2 s \$35 sa
Cements (old) \$7.76 b
Cements (new) \$1 1/2 b
H.K. Ropes (old) \$7.35 b
H.K. Ropes (new) —
United Asbestos \$5 b

Stores, &c.

Dairy Farms \$19.90 n
Watsons \$11.90 b
Der A. Wings 80 cts. n
Lam Crawfords \$1 1/2 n
Mackintoshs \$18 b
Sincere \$12 n
Wm. Powells \$24 s

Miscellaneous

H.K. Amusements \$25 1/2 s
H.K. Constructors \$1.40 s
B. Ind. G.S. Bonds 6 1/2% n
H.K. Govt. Loan 6 1/2% p.m.
Caldbeck Macgregor: Ord. F10 b
Caldbeck Macgregor: Prof. F10 b

these days certain Government obligations to see that the factories are conducted according to modern hygienic methods and operated on proper lines. The report of the Inspector of Factories (Annex E) to the report of the Secretary for Chinese Affairs for last year is illuminating and clearly indicates a case for further investigation. The time is not far off when more advanced factory legislation and largely increased factory inspection will have to be taken in hand, but this possibly has already received your Excellency's consideration.

(Continued on Page 9.)

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Sport Columns

HOME FOOTBALL

CLUBS AT BOTTOM STILL DO BADLY

FIRST WIN TO COME YET

London, Yesterday. Matches played today in the English Football League (home clubs mentioned first) resulted—

Division I.	
Bolton	2
Middlesbrough	2
Division II.	
Bristol City	2
Preston N.E.	2
Division III. (South)	
Bournemouth	2
Crystal Palace	1
Exeter	0
Torquay	0
Division III. (North)	
Walsford	2
Brighton	0
Division III. (North)	
York	3
New Brighton	0

The bottom Club in each of the four divisions was engaged and all are still doing badly. In the uppermost circle, Bolton are still without a win and remain last; in Division II, Preston secured their first point and improve one position in the table. In the Southern section, Torquay have still to taste the fruits of victory and, in spite of one more point, are still last. New Brighton occupy bottom place in the Northern section but they won a match previously.

Undefeated Teams
The list of undefeated teams now reads—

Derby County—First Division.
Oldham—Second Division.
Hull—Second Division.
Sheff. Wed.—Third Division (South).
Stockport—Third Division (South).
Rochdale—Third Division (North).
Bochdale—Scottish Division.

THE LEAGUE TABLES

First Division	
	Goals.
P. W. D. L. F. A. Pts.	
Derby	5 4 1 0 12 6 8
Arsenal	5 4 0 1 16 8 8
Middlesbrough	6 3 1 2 18 12 7
Wednesday	4 3 0 1 8 3 6
Birmingham	5 3 0 2 12 9 6
Grimsby	5 2 2 1 10 8 6
Burnley	5 2 2 1 10 9 6
Huddersfield	5 3 0 2 12 8 6
Newcastle	6 3 0 1 14 16 6
Leeds	5 2 0 3 12 7 5
Everton	5 3 0 2 12 11 6
West Ham	5 2 1 2 13 16 5
Sheff. Wed.	5 2 1 2 11 11 5
Blackburn	5 2 1 2 12 12 5
Leeds	5 2 0 3 12 7 5
Liverpool	5 2 0 3 12 12 5
Sheff. U.	5 1 1 3 11 11 4
Sunderland	4 1 1 2 6 8 3
Aston Villa	5 1 1 3 14 14 3
Portsmouth	5 0 3 2 3 11 3
Bolton	5 0 2 3 3 10 2

Second Division	
	Goals.
P. W. D. L. F. A. Pts.	
Oldham	5 5 0 0 14 5 10
Hull	5 4 1 0 8 2 9
Reading	6 4 0 2 12 8 8
Blackpool	5 4 0 1 16 11 8
Charlton	5 3 1 1 15 8 7
Stoke	5 2 3 0 11 8 7
Cardiff	5 3 1 1 10 8 7
Sheff. U.	5 3 1 1 10 8 7
Sheff. W.	5 3 1 1 10 8 7
Sheff. F.	5 3 1 1 10 8 7
Sheff. T.	5 3 1 1 10 8 7
Sheff. C.	5 3 1 1 10 8 7
Sheff. B.	5 3 1 1 10 8 7
Sheff. A.	5 3 1 1 10 8 7
Sheff. G.	5 3 1 1 10 8 7
Sheff. H.	5 3 1 1 10 8 7
Sheff. I.	5 3 1 1 10 8 7
Sheff. J.	5 3 1 1 10 8 7
Sheff. K.	5 3 1 1 10 8 7
Sheff. L.	5 3 1 1 10 8 7
Sheff. M.	5 3 1 1 10 8 7
Sheff. N.	5 3 1 1 10 8 7
Sheff. O.	5 3 1 1 10 8 7
Sheff. P.	5 3 1 1 10 8 7
Sheff. Q.	5 3 1 1 10 8 7
Sheff. R.	5 3 1 1 10 8 7
Sheff. S.	5 3 1 1 10 8 7
Sheff. T.	5 3 1 1 10 8 7
Sheff. U.	5 3 1 1 10 8 7
Sheff. V.	5 3 1 1 10 8 7
Sheff. W.	5 3 1 1 10 8 7
Sheff. X.	5 3 1 1 10 8 7
Sheff. Y.	5 3 1 1 10 8 7
Sheff. Z.	5 3 1 1 10 8 7

Division III. (South)	
	Goals.
P. W. D. L. F. A. Pts.	
Northampton	6 5 0 1 10 4 10
Coventry	6 4 2 0 12 5 10
Southend	6 5 0 1 15 7 10
Plymouth	5 4 1 0 15 6 9
Brentford	5 3 2 0 14 5 8
Leamington	5 3 1 1 10 7 7
Bournemouth	5 3 1 1 10 7 7
Brighton	5 3 0 2 11 8 6
Fulham	6 2 2 2 9 10 6
Walsall	6 2 2 2 9 10 6
Crystal Pal.	6 2 2 2 9 10 6
Queens P.R.	6 1 3 2 6 10 5
Swindon	6 1 2 3 12 10 5
Watford	6 1 2 3 12 10 5
Worcester	6 1 2 3 12 10 5
Northwich	6 1 2 3 12 10 5
Clapton O.	5 1 2 2 4 7 4
Gillingham	6 2 0 4 5 9 4
Exeter	6 1 2 3 5 9 4
Newport	5 2 0 3 6 10 4
Bristol R.	5 1 1 3 6 9 3
Merthyr	5 1 1 3 6 9 3
Torquay	6 0 2 4 5 16 2

(Continued at foot of next column.)

CRICKET—WOUND UP

REST OF ENGLAND DEFEAT CHAMPIONS

WOOLLEY LIKE A BROOK

The exception and not the rule—prevalled in the last match of the first-class season at Home.

In the four days' fixture between the champion county and the Rest of England, which concluded yesterday and wound up an eventful season, there was a very close fight. Nottinghamshire, winners of the county competition, were defeated at the Oval by the narrow margin of eight runs.

The Rest batted first, running up 399 runs. Frank Woolley of Kent, the left-handed professional, made 106. Like the proverbial brook which keeps on running, he has been remarkably successful during the last few weeks, after being accelerated (so to speak) by reaching his 100 centuries in first-class games, since when he has come off in almost every match.

What the Bowlers Did
Notts made a spirited if slow reply, totalling 364 runs. Clark, of Northants, who was capped in the Tests v. South Africa as a fast bowler, took 4 wickets for 69 runs.

In their 2nd innings, the Rest only managed 282 runs. Staples (Reuter) does not say whether it was S. or A. captured 4 wickets for 63 runs.

Left to get 317 runs in their final effort, Notts were all out for 369. R. W. V. Robins, the Middlesex amateur slow bowler, who was also capped against South Africa, did most of the damage. His analysis was 6 wickets for 89 runs.

LAWN-BOWLS

INTERPORT PRACTICE GAME

In preparation for the forthcoming contest with the Shanghai representatives, a practice game was played yesterday between the "Interports" and the "Rest." The former were beaten by 8 shots.

The teams and scores were as follows:

Interports	
J. Leung	F. Cullen
R. B. B. B.	R. T. Taylor
A. W. Grimmit	U. Omar
J. Ferguson	S. Gray
(Skip) 14	(Skip) 22

Division III. (North)	
	Goals.
P. W. D. L. F. A. Pts.	
Port Vale	5 5 0 0 17 5 10
Rochdale	5 4 1 0 11 5 9
Stockport	5 3 2 0 16 4 8
Derlington	5 4 0 2 20 13 8
Tranmere	5 3 1 1 15 7 7
York	5 2 3 0 11 8 7
Crewe	5 3 0 1 9 3 6
Acoorring	5 2 2 1 12 8 6
S. Shields	5 3 0 2 8 9 6
Carlisle	5 2 1 2 12 11 5
Elkerrham	5 2 1 2 9 11 5
Lincoln	5 1 2 2 8 10 5
Doncaster	5 2 1 3 7 10 5
Southport	5 1 2 2 7 13 4
Barrow	5 2 0 3 9 15 4
Wigan	4 1 2 7 5 3 3
Wrexham	5 0 3 2 3 6 3
Nelson	5 1 1 3 6 14 3
Halifax	5 1 1 3 7 11 3
Chesterfield	4 1 0 3 6 8 2
N. Brighton	6 1 0 5 3 18 2

Scottish League	
	Goals.
P. W. D. L. F. A. Pts.	
Rangers	7 5 1 0 14 2 15
Herts	6 4 1 1 13 4 9
Kilmarnock	6 4 1 1 14 7 9
Partick	6 3 2 1 14 8 8
Aberdeen	6 3 2 1 14 10 8
Celtic	6 4 0 1 11 8 8
Greenock	6 3 1 2 10 9 7
St. Mirren	6 3 1 2 9 8 7
Falkirk	6 3 1 2 9 8 7
Ayr	6 3 0 3 11 15 6
Motherwell	6 2 1 3 9 10 5
Dundee	6 2 1 3 8 7 5
Queen's Pk.	6 2 1 3 8 7 5
Airdrieonians	6 2 0 4 9 11 4
St. Johnstone	6 2 0 4 9 11 4
Hibernians	6 1 1 4 7 12 3
Dundee U.	6 1 1 4 7 12 3
Claydon	5 0 1 4 7 12 1

K.C.C. ACTIVITIES

ANNUAL REPORT CIRCULATED TO MEMBERS

CRICKET PROSPECTS

An interesting review of the year's activities is contained in the annual report of the Kowloon Cricket Club which has just been circulated to members. The report states—

The accounts show a loss of \$660.57 and, under the circumstances prevailing, your Committee consider the result of the year's working to be satisfactory.

Since August 1, 1928, 61 new members have joined the Club, four old members rejoined and seven members were removed on account of resignations, departure from the Colony and other reasons.

The present membership of 355 is made up as follows—

	Present	Absent	Total
Life	10	5	15
Ordinary	175	79	255
Sea-Going	25	20	46
Naval and Military	31	8	39
	243	112	355

The Committee record with deep regret the deaths of Messrs. E. W. White, R. C. Mitchell, W. J. L. Ford, D. Harvey, W. Keegan, P. A. Lanigan, R. J. Vergette and L. M. Whyte.

Ground
The Cricket pitch has received good attention during the summer months and should be in excellent condition for the coming season. The bowling green is in splendid condition. Owing to the water shortage, a well was sunk adjacent to the pavilion and should effect a considerable saving in the water account.

The Club was very successful at the Horticultural Show, three 1st and seven 2nd prizes being obtained.

Club House
During the year a few minor repairs have been effected and the Club House is now in excellent condition.

Slight repairs were necessary during the year and the building is now in fairly good condition.

Cricket
The Club experienced a most enjoyable season, and although not quite so successful as we should have liked, a fairly good show was put up by both Elevens. Due to several of our best players being absent on leave, the bowling was not so strong as in previous years. The batting was, as usual, up to a high standard and quite as good as any in the Colony. A specially pleasing feature was the form of some of our members of the 2nd XI. To score a century against any bowling is quite an achievement, and during the season this was twice credited to players of the 2nd XI.

The 1st team were placed third in the League out of eight clubs entered. The 2nd team were placed fourth in the League out of thirteen clubs entered.

Tennis
Owing to the difficulty experienced last year in raising three teams for the League, it was decided to enter only two teams. In the "A" division we have done quite well and are favourably placed with four wins and two defeats with one match yet to play.

The "B" team, we are sorry to say, have not done at all well, but it is hoped, with the number of promising recruits we now have, to do better next year.

We also entered a team in the Mixed Doubles League with great success. To date we have played five matches and have not yet suffered defeat and now need only to beat the Craigie-gower Cricket Club to win the League. We congratulate the lady players on their very fine performance.

We give below the placings of the K.C.C. teams in the League during season, 1928—

"A" division—Fourth out of seven clubs entered.
"B" division—Eleventh out of eleven clubs entered.
"C" division—Sixth out of fifteen clubs entered.

Lawn Bowls
In the 1st Division out of 10 matches played 5 were won and 5 lost. There still remain 4 matches to be decided.

The 2nd Division team have fared badly, having won only one match to date, but on occasions they have had to play a man short, thereby sacrificing 25 per cent. of their score.

Children's Sports
The event was held on January 1, 1929, with its usual success. The thanks of the Committee are tendered to the many generous subscribers, and the ladies and gentlemen who so kindly assisted on that occasion.

Concerts
Two enjoyable smoking concerts were held during the year. Three open-air concerts were attempted, and, as usual, had to be postponed on account of inclement weather, but two were held at

RACING

PROGRAMME FOR SIXTH EXTRA MEETING

"D" CLASS HANDICAP

The sixth extra race meeting of the Hong Kong Jockey Club will be held on Monday, October 14. There will be eight races including the Fourth Aggregate Stakes. An innovation is the introduction of a "D" Class in the Jordan Handicap over six furlongs.

The programme is as under:

1.—Jordan Handicap: "C" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

2.—Jordan Handicap: "D" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

3.—Jordan Handicap: "A" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

4.—Fourth Aggregate Stakes: One Mile.—For all China Ponies. Weight 10 st. 9 lb. Winners of a race Value \$600 or over other than a race confined to Subscription Grifins, or Ponies that have won the aggregate prize in the Aggregate Stakes in any season, 5 lb. extra. Non-winning Subscription Grifins allowed 5 lb. Entrance Fee \$5. 2nd Prize: \$300. 3rd Prize: \$150.

5.—Nathan Handicap: "E" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

6.—Jordan Handicap: "F" Class: Six Furlongs.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

7.—Carnarvon Stakes: One Mile.—For ponies that have started in Hong Kong this year, but have not won a race since January 1, 1929; to be ridden by Jockeys who have not won five flat races anywhere at any time. Weight for inches as per scale. Subscription Grifins of this Club of this year allowed 7 lbs. Jockeys 2 lbs. extra for each race won. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

8.—Nathan Handicap: "A" Class: One and a Quarter Miles.—For China Ponies. Entrance Fee \$5. 1st Prize: \$400. 2nd Prize: \$150. 3rd Prize: \$100.

WATER POLO

KOWLOON "B" MEET WITH SEVERE DEFEAT

A TAME TUSSELE

One game was played in the Water Polo League yesterday evening at the V.R.C. the contending teams being the V.R.C. "A" and the Kowloon "B".

The match was a very one-sided affair and resulted in an easy victory for the V.R.C. The final scores were 5 goals to nil.

League Table
The positions of the contending teams in the League are now as follows:

	P. W. D. L. F. A. Pts.
V.R.C. "A"	3 8 0 0 33 2 16
Kowloon "A"	3 7 0 0 1 27 4 14
Chinese "B"	7 5 1 1 20 9 11
V.R.C. "B"	8 5 0 3 29 15 10
K.O.S.B. "A"	3 3 0 5 12 15 7
K.O.S.B. "B"	3 3 1 4 9 20 7
Somerset "A"	3 2 1 4 17 20 6
Kowloon "B"	3 1 1 6 6 32 2
Chinese "A"	7 1 0 6 7 21 2
K.O.S.B. "B"	3 0 2 6 8 25 2

TENNIS

SEMI-FINAL OF THE C.A.A. TOURNAMENT

M. W. Lo, singles Champion of the Colony, and T. Honda, a former holder of the championship, met at the North Point Stadium yesterday afternoon in the semi-final of the C.A.A. tennis tournament.

It was a well contested match, each player taking two sets, but owing to failing light, the fifth and deciding set had to be left unfinished at 3 all.

The scores up to the time of suspension of play were 10-8, 6-1, 2-5, 1-6, 3-all. Lo won the first two sets and then was well held by Honda.

A later date. The Committee take this opportunity of thanking the artists and others who helped to make these entertainments so pleasant.

Prizes
The Committee thank the numerous donors of prizes for the various sports competitions.

HON. MR. SHENTON

(Continued from Page 8)

Widows & Orphans Pensions
I cannot help mentioning the financial position of the Widows and Orphans Pension Fund.

As far as I can find no fund has been set apart to meet these liabilities—we collect the subscriptions and pay them into our current account and use them as the revenue of the Colony. I find on page 11 of the Estimates the sum of \$190,000 is expected to be received next year.

A provident fund of this nature should in my opinion be absolutely secure and should be kept separate and apart as a Trust Account. I believe there was a time when there was a separate fund for the widows and orphans, but this has long since been merged in the Colony's general funds.

The Colony may at some future time be called upon to make a capital provision for these liabilities.

University
I see there are two grants to the University, one of \$50,000 and the other of \$40,000, items 25 and 26 on page 102 of the Estimates. The University serves a most useful purpose not only as an educating factor, but in providing the Colony with useful citizens. I am sometimes inclined to wonder whether either the Government or the commercial concerns of this Colony avail themselves sufficiently of the facilities which our University provides. It appears to me there must be many positions which our University graduates could fill with ease and possibly distinction.

My personal opinion is that our contribution to the University is wholly insufficient.

The conception that the University is a luxurious appendage to the ordinary educational course still lingers here, though it has been entirely abandoned in Britain. Universities are no longer the preserves of the intellectual rich but are accepted as an integral part of the community's life. They are expected to perform a social service for the whole surrounding district by maintaining and improving the cultural standards, by providing a steady stream of highly educated men and women for the various professions and commerce and by increasing the sum of human knowledge.

A Substantial Dole
There also seems to be an impression abroad that because a University accepts Government assistance it must of necessity sacrifice its dignity and lose its independence. If that were so then there is not a University in Great Britain that can command respect. They have had to ask for a substantial dole which has been the more readily granted because of the very important part the modern University must play. This Government aid too has been given without imperilling the autonomy of these institutions in England for there has been no interference of any kind on the part of the Government as appears from the very interesting speech of the Right Honourable H.A.L. Fisher in his centenary address at University College, London, in April 1927.

Substantial Grants at Home
Up to the conclusion of the Great War the Oxford and Cambridge Universities did not require Government financial assistance, but at the conclusion of the War it was found that they would not be able to continue their activities as in the past unless substantial Government financial assistances were granted, and this applied even more to the other Universities.

A Royal Commission was appointed presided over by the Right Honourable Mr. Asquith in the year 1919—as a result of which very large Government grants were made, and to-day, roughly, the Government provides, either direct or through local authorities, 60 per cent. of the revenue of Oxford University, 45 per cent. of Cambridge University, 50 per cent. of the revenue of Birmingham University, 70 per cent. of the revenue of Bristol University, and 60 per cent. of the revenue of Leeds University. In fact out of the total income of the

Children's Department

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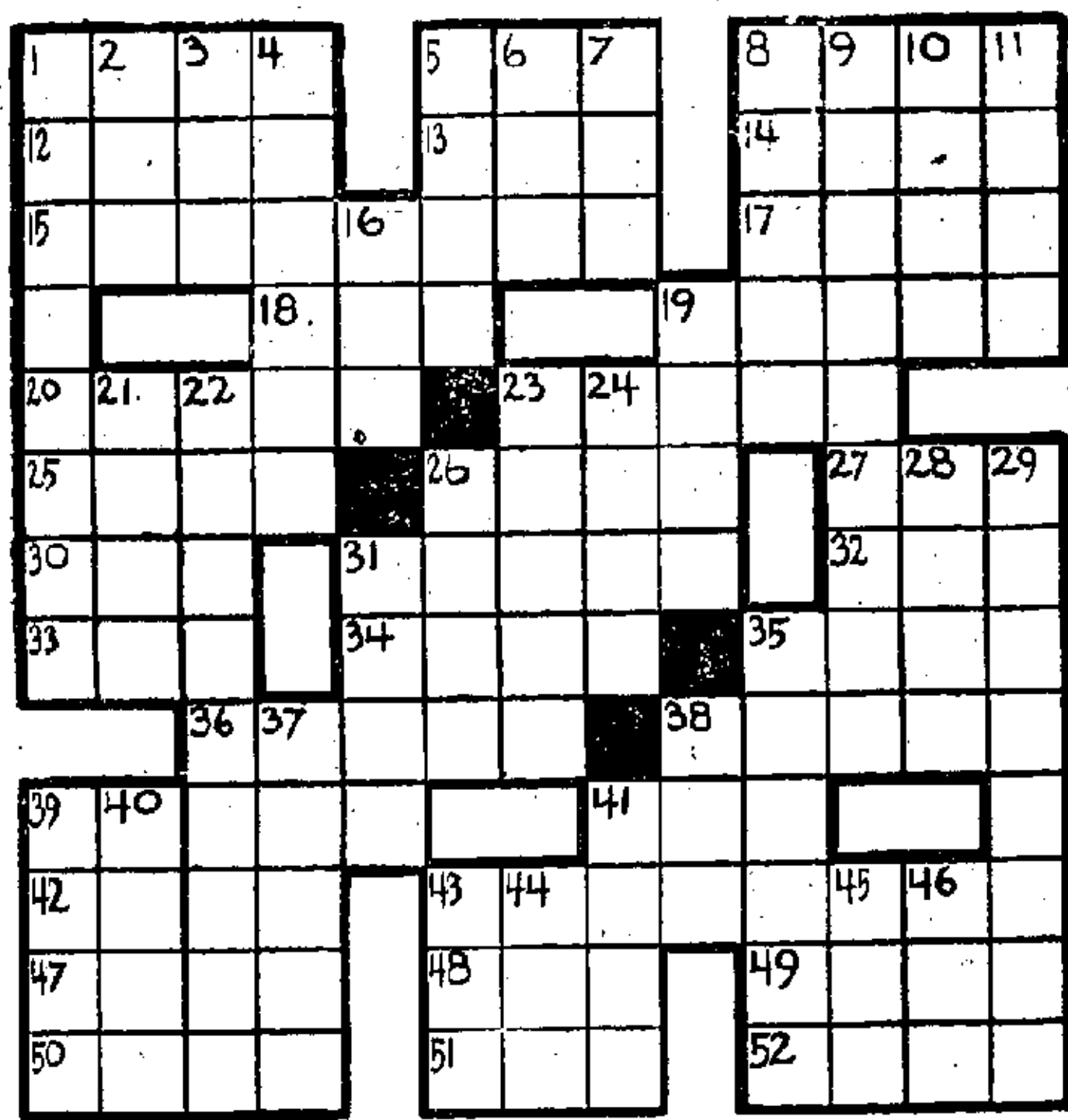
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DAILY CROSS-WORD PUZZLE.

This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, place, and alko.



HORIZONTAL

- 1-Short talk
- 5-Perceive
- 6-Performs
- 12-Flexible tube for conveying water
- 13-Animal foot
- 14-Exclamation to frighten
- 15-Desire for food
- 17-A metal
- 18-Style
- 19-Prepares for publication
- 20-Gambled
- 22-Caverns
- 23-Large lake
- 24-Identical
- 25-Peak
- 26-A bright color
- 31-At a subsequent time
- 32-Self
- 33-Sorrowful
- 34-Part of a slave

HORIZONTAL (Cont.)

- 35-Was positive
- 36-One of the six mechanical powers
- 38-Made comfortable
- 39-Steep
- 41-Eagle
- 42-Girl's name
- 43-Oiler
- 47-Unit of work
- 48-Make public
- 49-Land measure
- 50-Sage
- 51-Secret agent
- 52-Plant

VERTICAL

- 1-Altitudes
- 2-Limp
- 3-Serpent
- 4-Indian tent
- 5-Whirl
- 6-Consumes
- 7-Ferme sheep
- 8-Stage whipper

VERTICAL (Cont.)

- 9-Names
- 10-Blow a horn
- 11-Descendants
- 16-Spread loosely for drying
- 19-Always
- 21-Open space
- 22-Coarse ground
- 23-Whist
- 24-So to it
- 25-Conserves
- 26-Kind of moulding
- 29-Reduced to dust
- 31-Care for
- 35-N. central State
- 37-Wipe out
- 38-Period of time
- 39-Kind
- 40-Persian fairy
- 41-Weird
- 42-Motor fuel
- 44-Ten
- 45-Frozen water
- 46-Before

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

MILLIONAIRE'S END

SIR MORTIMER SINGER'S DRUG OVERDOSE

Dramatic letters left by Sir A. Mortimer Singer, aged sixty-five, the millionaire sportsman, were read by the coroner, Sir Walter Schroder, at the resumed inquest at Hampstead on July 13.

A verdict of "Suicide while of unsound mind" was recorded.

Sir Mortimer died in a Hampstead nursing home, where he had been undergoing treatment for internal trouble and sleeplessness.

The inquest had been adjourned to enable Sir Bernard Spilsbury, the pathologist, to conduct an analysis.

The coroner read a letter left by Sir Mortimer, which read:—

Still wide awake notwithstanding all the drugs I have taken. I cannot stand any longer.

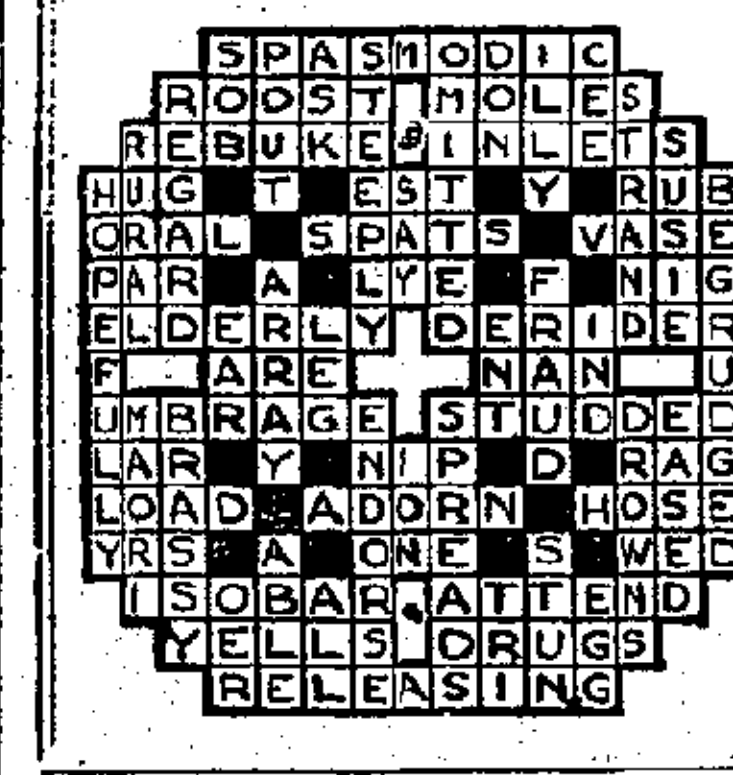
Verbal.

Dr. Gerald Roche Lynch, senior official analyst to the Home Office, stated that he examined the contents of the stomach and other parts of Sir Mortimer's body, and had found veronal in every organ.

Dr. Roche Lynch added that Sir Mortimer died from an overdose of veronal taken in the form of medicinal.

Sir Bernard Spilsbury said that death was due to coma due to

YESTERDAY'S SOLUTION



veronal poisoning taken in the form of medicinal.

Sir Mortimer, he added, had taken at least fifty grains, and probably more, of veronal.

He expressed the opinion that sleeplessness from which Sir Mortimer suffered might lead to an unhinging of mental power.

Sir Walter Schroder said that a note which Sir Mortimer left expressed thanks for the "loving kindness for saving my life."

Dr. R. T. Bakewell, of Hampstead, said that he thought this referred to Lady Singer, who had nursed her husband during various illnesses.

Two Abertillery brothers, Charles and Ernest Walker, working at different collieries, were both injured at the same time.

10 YEARS FOR RAPE

FILIPINO SENTENCED AT SESSIONS

JUDGE'S SUMMING-UP

After retiring for 40 minutes, the jury returned a unanimous verdict of "guilty" at the September Criminal Sessions yesterday on all three counts in the indictment against Luis Oliva, the Filipino barber, of rape and indecent assault on Natividad Frailadora (a Filipino woman of 18), and common assault on her husband, at No. 5, King's terrace, Kowloon, on July 20.

The Puisse Judge (Mr. Justice Wood) passed sentences as follows:—For rape, 10 years' hard labour and 24 strokes with the birch; for indecent assault, two years' hard labour; for common assault, one year's hard labour; the sentences to run concurrently, that is, 10 years in all in addition to the corporal punishment.

If, said his Lordship in his summing-up, the story told for the Crown was false, then one had to find that the conspiracy included a number of witnesses. If that were so, then it was a very elaborate conspiracy. The story told for the Crown was curious, but it had been told in a straightforward manner.

Deterrent to Others

Addressing accused, his Lordship said that while the jury had been in retirement he had been considering the evidence very carefully and he would have brought in the same verdict himself. Accused had behaved in a most brutal manner to the woman and it was his Lordship's duty to protect women in the Colony. He proposed to inflict a sentence which accused had fully earned for himself and which, he hoped, would act as a deterrent to other men who might be thinking of acting in the same way.

Mr. H. K. Holmes, C.B.E. (Crown Solicitor), prosecuted. Detective Sergeant Pitches was in charge of the case. Prisoner did not have legal assistance.

ACTRESS'S LOSS

MISS HEATHER ANGEL FINDS MONEY GONE

MISLAIN OR ROBBED?

In a report to the Police yesterday, Miss Heather Angel, of the Forbes Russell Comedy Co., reported that she either lost, or was robbed of on Tuesday night, from her bag, a considerable sum in rupees and Straits dollars. The bag was left at the Theatre Royal during the performance and then, without looking at its contents, she took it away with her. Yesterday morning when she opened the bag she found that an envelope containing the money, all in notes, had been removed.

TWICE DEAD

DIES EIGHTEEN YEARS AFTER OWN FUNERAL

PHYSICIANS' MISTAKE

Eighteen years after his funeral, Gustav Stocker, a marine carpenter, died at Munich at the age of 40. At 22 he was badly injured by a piece of lumber falling on him and given up for dead by physicians. He was placed in a coffin, and a wake was held for him, with solemn funeral services, of which he was aware, but unable to voice an objection.

After he had been placed in a mortuary chapel in a cemetery prior to being interred, Stocker regained control of his limbs and voice. His coffin was discovered empty and Stocker himself not far away, still suffering from terrible injuries, but alive.

Stocker, who became a well-known character in Munich, because of this adventure, was very fond of telling the story.

"I lay stretched rigid on my bed, unable to say a word or even groan, but I was able to hear everything that was going on," he would relate. "A horrible feeling came over me when I heard the nurses say that I was dead and the doctors confirm this diagnosis."

"All through the funeral services I lay there taut and horrified, while I heard them talk about my ended life and pray for me. They had lighted candles about me. They crossed my hands and put a rosary in them. My family and friends talked about my death, some weeping and some saying that it was best for me to die, since I had been so badly injured."

"I wanted to shout out that I was not dead, but my lips would not move. Minutes seemed hours to me, and my agony grew worse and worse as I thought of the grave I was soon to be put into by people whom I could not tell I was alive."

"They transferred me to the mortuary chapel, where there were several corpses. I looked fixedly at the cross at the foot of my bed. I vowed inwardly that if I could lift only my feet I would send a cross weighing 100 pounds to the shrine of the Virgin at Altotting."

"Soon afterwards doctors happened to come into the chapel. Finding my bed empty, they were startled and rushed around until they found me on the other side of the place. I was still partly paralyzed and unable to speak. But the doctors massaged me and succeeded in bringing me back to life entirely."

VOLUNTEERS' CLERK

CHARGE OF ALLEGED EMBEZZLEMENT

EFFORT TO ESCAPE

So Chung-man, the Chinese clerk employed at the Volunteer Headquarters, who is charged with the alleged embezzlement and misappropriation of Volunteer Funds, appeared before Mr. E. W. Hamilton, at the Central Magistracy, yesterday afternoon, when his Worship heard the case for committal.

Mr. F. H. Losby appeared for the accused who had hitherto been represented by Mr. M. K. Lo.

Mr. T. Murphy, Assistant Director of Criminal Intelligence, prosecuted. He said that the accused was employed as a clerk in the Volunteer Headquarters and among other things, his duty included the preparation of accounts and the filling in of the body of cheques.

All bills exceeding \$10 were paid by cheque. In the early part of this year, several cheques which formed the subject of one of the charges, by some means or other got into the possession of the accused.

Major Wolfe Murray, Adjutant of the H.V.D.C., would explain, in evidence, how the cheques got into accused's possession. The cheques which were of the Hong Kong and Shanghai Bank were drawn by someone other than the representatives of the firms who were the payees. The cheques were quite genuine, but the endorsements on them were forgeries.

The Police on August 30, paid a visit to the Colonial Treasury and there obtained some receipts which purported to be in acknowledgment of moneys paid by the Hong Kong Volunteer Defence Corps. A visit to the alleged recipient disclosed the fact that the receipts were false and that the signature and chops on them were false.

Presumably, added Mr. Murray, these receipts were faked, sent to the Treasury and filed. The firms concerned did not press for payment as they were satisfied they would be paid sooner or later.

Proceeding, Mr. Murray stated that the Wing Sun Company wrote to the Volunteers on August 28 and as a result the Police visited the Treasury and the Volunteer Headquarters where the accused was still in his office.

Accused was called by one of the Police Officers, but made an attempt to escape. He was chased and caught near St. John's Cathedral. He was then taken to his house at No. 10, Kong Ning Street, Wan-chai, where a search revealed a quantity of rubber stamps, chops, impressions of different firms and a chop bearing the words "Received payment."

Another Charge

Speaking on another charge, Mr. Murphy said that in November last year certain bills due to the Pharmacy appeared to have been paid twice. At a later date a letter was received from the Pharmacy reporting the mistake and inviting the Volunteer Department to collect \$21 odd overpaid. On August 14 before his arrest, the accused received the amount and signed for it. The total amount of money involved in the various charges was just under \$400.

By the Magistrate: No suspicion was aroused at all and the authorities first heard about it through certain firms who were supposed to have been paid but who, in fact, were not paid.

After some evidence had been taken, the case was adjourned until this afternoon.

TO-DAY'S RADIO

BROADCAST BY Z.R.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.R.W. on 350 metres.

5.30-6.30 p.m.—Programme of European Music (H.M.V. Records supplied through the courtesy of S. Montre & Co., Ltd.).

Beethoven.

"The Choral Symphony" (No. 9 in D Minor, Op. 125)

played by The Symphony Orchestra and The Philharmonic Choir.

Soloists:—Elsie Suddaby (Soprano), Nellie Walker (Contralto), Walter Widdop (Tenor), Stuart Robertson (Bass).

Conducted by Albert Coates.

1st Movement—Allegro non troppo.

2nd Movement—Scherzo.

3rd Movement—Adagio and Andante.

4th Movement—Presto, Finales.

7.48 p.m.—Evening Weather Report.

8 p.m.—Evening Programme of Chinese Music relayed from Singapore Co., Ltd. Programme consists of music and singings given by the well-known amateur musicians of Chung Sing Charitable Society and the staffs of Sincere Company.

10.30 p.m.—Close Down.

NELSON DAY

CONCERT FOR LOCAL SERVICE MEN

Service men, their families and friends will have the opportunity of hearing a first-class variety concert on Nelson Day, October 21, at the Lee Theatre, at a remarkably low charge. Tickets 20 cents per head, to include the concert and train trip to and from the Theatre, will be issued. These can be obtained among Service details, and will also be on sale at the "Cheer Up" (Y.M.C.A.) and the Seamen's Institute.

The concert is being arranged by the local branch of the Navy League, and there will also be \$2 and \$1 seats.

UNEMPLOYMENT

DEFECTS IN PRESENT INSURANCE ACTS

QUESTIONS OF BENEFIT

Miss Margaret Bondfield, the Minister of Labour, has made to the Press a statement, which we give below, on the administration of the Unemployment Insurance Acts.

Among the issues dealt with by the Minister were the intention to introduce new legislation to safeguard work-people against industrial fluctuations over which they have no control, the bridging of the gap between the school-leaving and the insurable age, the speedy relief of persons in the distressed areas who are no longer entitled to unemployment benefit through lack of the necessary contributions, and the work of the committee presided over by Sir Harold Morris, which is inquiring into the working of the present Acts, with special reference to qualifications for benefit.

"The difficulties and tragedies of unemployment are essentially human, while the machine of Unemployment Insurance, as a machine, is necessarily scientific and mechanical," said Miss Bondfield. "That is the nature of machinery, but a good engineer knows that there may be flaws both in the mechanism and in the working. The Labour Party and I myself were convinced, and had constantly stated, that the Unemployment Insurance machine was faulty in both particulars, and the first task that I have set myself is to attempt a remedy in both regards."

Safeguarding the Worker

"I was convinced that some of the major defects could only be remedied by some reconstruction work, i.e., by legislative amendment. I have, therefore, closely studied the general scope of the Acts, and shall hope at an early date to introduce legislation which, while maintaining sound principles of insurance, will reiterate by statutory authority that the object of the Unemployment Insurance Scheme is to safeguard the worker against industrial fluctuations over which he has no control and from which he continually suffers. There will be no delay in pressing this part of my programme forward. I could do nothing till I had fully surveyed the ground, but that survey once completed, the Labour Government will act at once. I ask those who are impatient to realise the materials of the problem and to suspend judgment for the moment."

"But there are some things which can be and are being done at once. They may sound comparatively small points but I assure you that these rectifications will have far-reaching and immediate results. One of the most distressing class of cases is that of unemployed persons in the depressed areas, who, through lack of the necessary contribution, are no longer entitled to benefit. I am doing two things for these sufferers from industrial depression. I am, on the one hand, having intensive efforts made to find suitable employment for them. On the other hand, I have instituted new, and I hope fruitful, arrangements for offering training in suitable cases at Training Centres, of the Ministry of Labour."

"Genuinely Seeking Work"

"Again, I have particularly concerned myself with that condition for the receipt of benefit which requires that the applicant is 'genuinely seeking work.' This condition has been widely and persistently criticised, and I do not pretend that there is not much weight in the criticism. It is true, of course, and it is inevitable that there should be some test of the genuineness of the claimant's search for work, but there are tests and tests."

"At any rate, without prejudicing the issue, I have lost no time in setting up a Committee under the chairmanship of Sir Harold Morris, President of the Industrial Court, and procedure of statutory authorities performing the functions to report to me upon the constitution of Insurance Officers and Courts of Referees under the Unemployment Insurance Acts, and the nature of the evidence to be required as to the fulfilment of the conditions, or the absence of qualifications for the receipt of unemployment benefits under the Acts."

"I am sure that the Committee will promptly give me the benefit of their considered recommendations. I have, however, pending the report, arranged that in all doubtful cases of this class, the first step taken shall be to refer the case, before any decision is taken, for the advice of local assessors—employers and workers. In this way knowledge of local conditions and local understanding will be brought to play in a matter where they are essential factors."

Mr. Sung Kwok Law, Interpreter-Magistrate's Court, Ipoh, is under orders to proceed on transfer to the Chinese Secretariat, Kuala Lumpur. He will be succeeded by Mr. Low Wah-heng, Interpreter, Magistrate's Court, Kampar.

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THE MOTORISTS' PAGE



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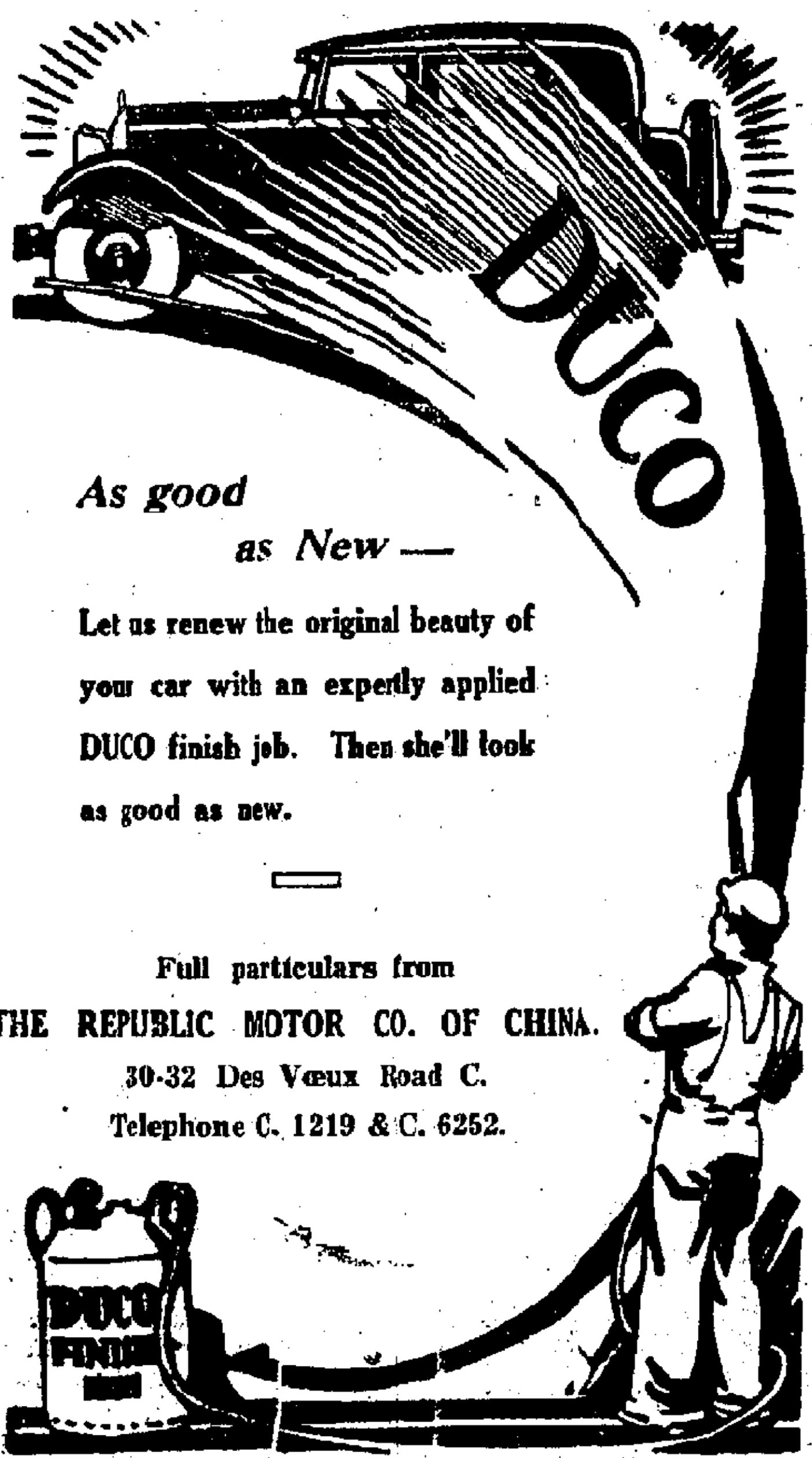
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STUDEBAKER SIX.

FEATURES OF LATEST
ATTRACTIVE MODEL

SMART APPEARANCE

The new Director Six offers the brilliant performance characteristic of Studebaker engineering and the roomy comfort of liberally dimensioned bodies mounted on a chassis of 115-inch wheelbase. Six body models are offered, said Mr. D. S. Fraser, of the Shanghai Horse Carriage and Motor Co., Ltd. The truly fine car quality evident in the new six at its low price marks a new achievement in Studebaker's unique manufacturing plan.

Smart Appearance

With its smart appearance, its exceptional riding and driving ease, and its brilliant, yet thrifty performance, the new Director Six is a notable addition to Studebaker's family of championship cars. In every respect it is worthy to assume the place of its predecessor, whose achievement in travelling 5,000 miles in 4,751 consecutive minutes has remained unchallenged as a standard of performance and stamina for American stock cars in its price class.

Double drop frame construction and the long 115-inch wheelbase have made it possible for Studebaker body engineers to design a car of exceptionally graceful lines. Its low, sweeping appearance is emphasized by sweeping mudguards hung low over the wheels, and the skilful use of body mouldings and smart new colour schemes.

Suggest Companion Models

In appearance the new Director Sixes are strongly suggestive of their companion cars, the new Director Eight, and the President Eight and Commander models which have won such popularity since their introduction. The new Directors, however, are marked by a new arrangement of bonnet louvers in groups of three, set off by attractive pin striping. Like their companion cars the new models are distinguished by gracefully curved windscreen pillars, deep narrow radiator, big hub caps, and many bright touches of long wearing, tarnish proof chromium plate.

Every detail of the interior finish reflects the fine car quality made possible by the resources of Studebaker's own mammoth body plants. The low prices at which the cars are offered are belied by wide, deeply cushioned seats, shaped to afford the utmost riding ease, and by luxurious upholstery. Rear seats in the sedans are flanked by heavy upholstered arm rests.

As in other Studebaker cars, front seats and steering wheel are readily adjustable to the most comfortable driving position. Pedals are covered with heavy rubber pads. The steering wheel is the Husted steel core safety type with comfortable thin grip, and will not break or shatter under the most severe stresses.

Divided Seats

The divided seats in the club sedan fold forward and permit entrance through either door. An unusually convenient type of adjustment is found on these seats. By pressing a button at the base of the seats each can be moved forward or back through a range of several inches.

Details emphasizing the complete equipment include cowl ventilator, automatic windscreen wiper, non-glare rear vision mirror, and convenient lock to steering and ignition, illuminated by a special foot light on the fender. Speedometer, oil pressure gauge, ammeter, engine thermometer and hydrostatic petrol gauge are mounted in individual dull silver frames and grouped in an indirectly illuminated instrument panel. Deep pockets, protected by a convenient flap, are located forward of the doors under the cowl.

The new Director Six is a product of the engineering skill responsible for the success of the world champion President Eight and the famous Commander. It reflects the same characteristics of power and stamina which have enabled Studebaker to win every official American speed and endurance record for fully equipped stock cars.

The Director Six engine is the quiet L-head type with fully machined combustion chambers and an advanced carburetion and manifold system which endows the motor with remarkable operating economy. Bore and stroke are 3 1/2 by 4 1/2 inches, giving a piston displacement of 231 cubic inches and a taxable rating of 27.8 horsepower. The motor actually develops 65 h.p.

Smooth Operation

Unusually smooth operation at all speeds is secured through the combination of a heavy counter-weighted crankshaft, statically and

dynamically balanced and fitted with a Lanecaster vibration dampener, and 10 1/2 inch connecting rods matched in sets for perfect balance.

The camshaft is driven by adjustable silent chain and mounted in four long bearings. Valves are chrome nickel steel for intake and silichrome steel for exhaust, operated by quiet mushroom type push rods. Valves are cooled by ample water passages in the cylinder block.

Lubrication is full pressure feed to main, connecting rod and camshaft bearings. Oil filter, crankcase ventilator, and thermostatic control of the cooling system, which promotes a quick warming up of the motor, combine to reduce crankcase dilution to such an extent that oil need not be changed more often than at 2,500-mile intervals after the first 1,000 miles of operation.

Semi-Automatic Choke

The carburettor is fitted with the semi-automatic choke used on the President Eight, The Commander Eight and The Director Eight. It prevents crankcase dilution by eliminating excess choking. Fuel pump supplies petrol to the carburettor through a filter from an 11 Imperial gallon tank in the rear.

Starting and ignition are Delco-Remy, with distributor on the right side of the motor driven by an auxiliary shaft. The ignition system is protected against moisture by rubber caps on distributor and spark plug cables. All wiring is enclosed in metal conduits.

Four point motor suspension, with rear motor supports cradled in rubber, adds to the rigidity of the sturdy chassis construction. The double drop frame is reinforced by compound flanges and is of heavy pressed steel with side members 5 1/2 inches deep and 2 inch flanges.

Double Drop Frame

The double drop frame, with its low centre of gravity, is one of the many features emphasizing the "good manners" built into the new Director Six chassis. Well maneuvered cars, according to Studebaker's engineering staff, must have fine roadability at all speeds, easy steering, smooth clutch action, and a high degree of riding comfort.

Easy clutch engagement is achieved by the use of single disc clutch with a slightly cone shaped

driven member. Transmission gears have wide faces for easy, quiet shifting, and are treated with a cyanide process for extreme hardness and wear. The mainshaft of the gearbox is mounted on ball bearings.

Steering ease is assured by cam and lever steering gear with 15 to 1 reduction ratio, and the use of Timken bearings in the king pins.

Studebaker's amplified action four wheel mechanical brakes have 178 square inches of braking area and snub the car with remarkably light pedal pressure. The hand brake as well as the service brakes operate internally on all four wheels, and the brake drum construction protects the interior of the drum and the brake bands from dirt and moisture.

The rear axle is semi-floating with extra large chromomolybdenum steel shafts and a heavy steel housing formed from seamless steel tubing.

New Fore-Shackling

An important feature contributing to the handling and riding ease of the new chassis is the fore-shackling of the front springs. Proving ground tests revealed that this construction results in marked steering stability.

Long semi-elliptic springs provide a 90 inch spring base, with 36 inch springs in front and 54 inch springs in the rear. Hydraulic shock absorbers are standard equipment.

Nineteen inch wood wheels with heavy spokes are fitted with 5.50 non skid balloon tyres on all models except the Regal sedan, which has six wire wheels.

The complete range of body types includes a smart, comfortable club sedan for five passengers, a five passenger four door sedan, and a distinctive Regal sedan with two spare wire wheels carried in front mudguard wells and a folding luggage rack in the rear. In addition to the three sedans there is a two passenger business coupe with leather upholstery and a spacious compartment in the rear deck for luggage, and a four passenger sport coupe with comfortable leather upholstered dickey seat. The sixth body model is a five passenger

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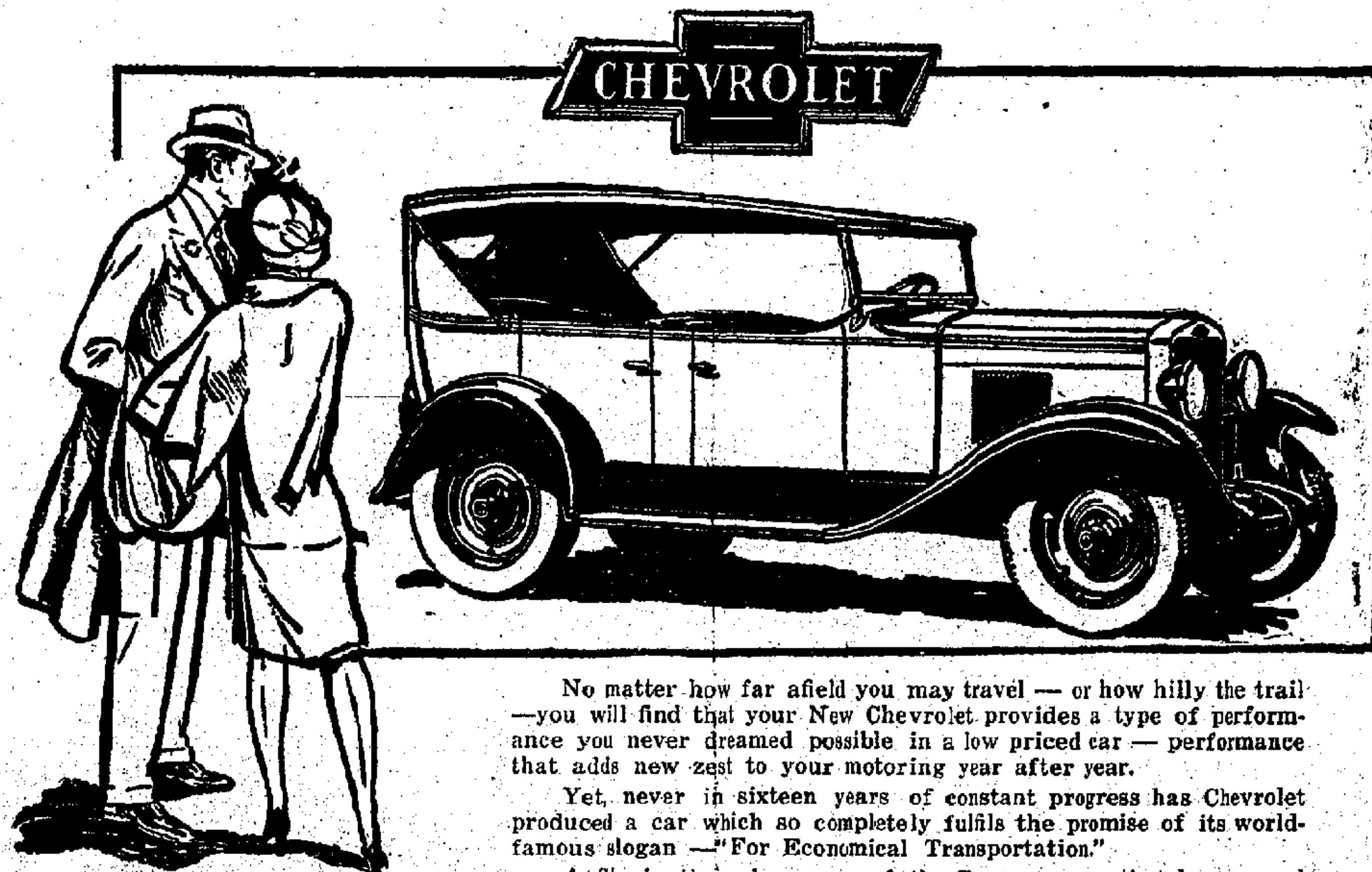
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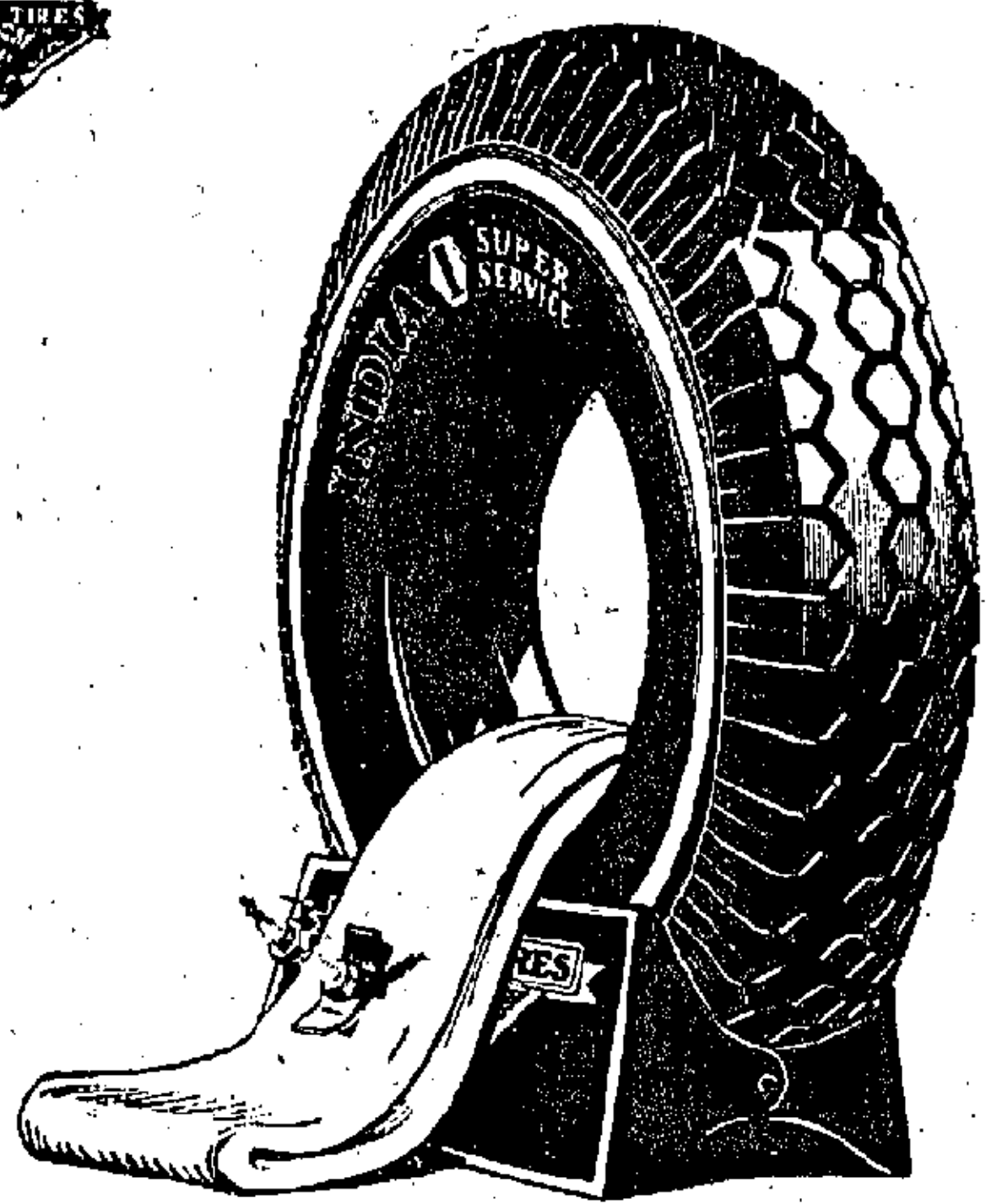
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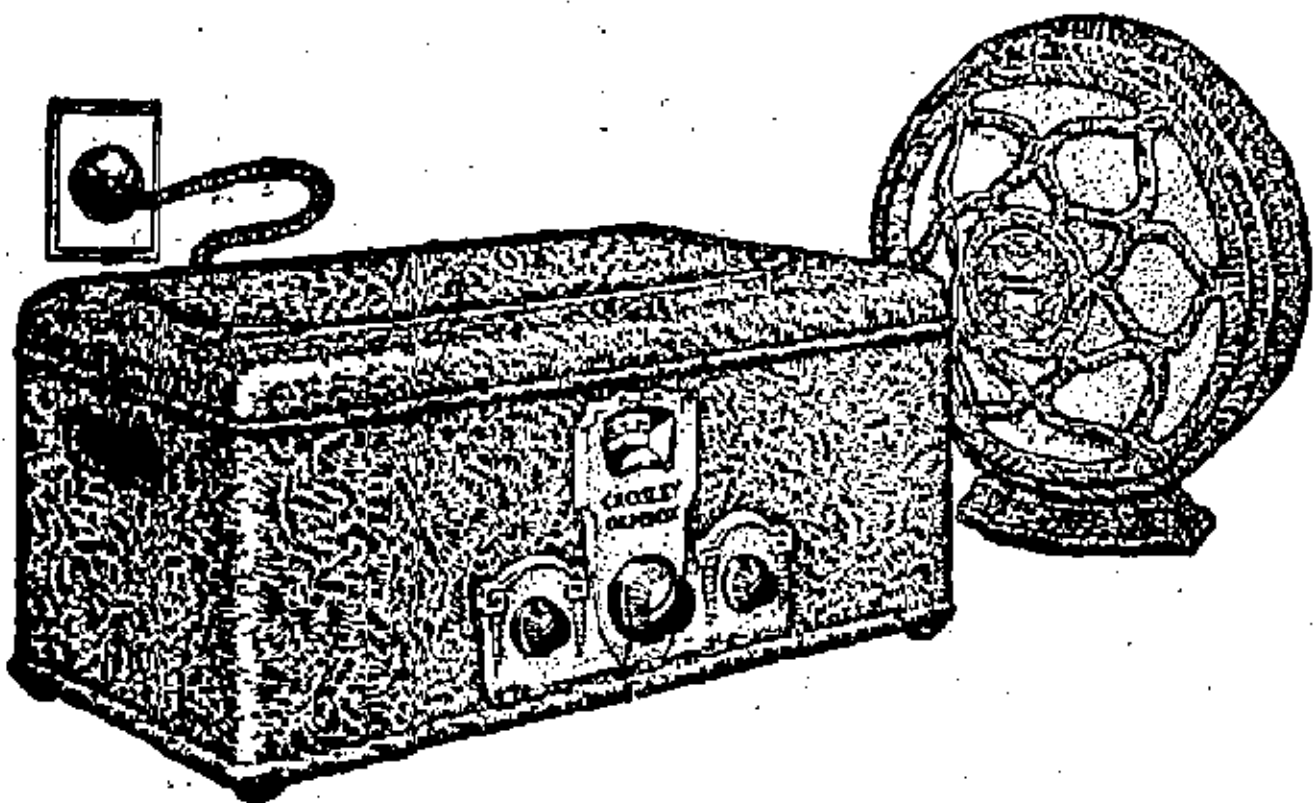
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FOREIGN TOOLS

REVELATION AT MARKS
INQUIRY

"CHEAPEST POSSIBLE"

Sir H. Llewellyn Smith presided over a meeting of the Standing Committee of the Board of Trade, to hear an application for an order requiring that an indication of origin should be placed upon certain classes of tools and implements. The application was made by the Associations of Edge Tool Manufacturers, File Manufacturers, Saw Manufacturers, and the Hacksaw Makers' Association. It was also supported by a number of individual firms who make tools. Mr. R. H. C. Ward, secretary of the National Union of Manufacturers, presented the case for the applicants, and no one appeared in opposition.

Mr. H. O. Cooper, of Cooper and Sons, tool-makers, said he had known cases of foreign tools made to look so like British tools that they had been returned to British manufacturers with scathing remarks about their quality. Many of the tools sold with British motor-cars were foreign.

Sir H. Llewellyn Smith: Do you really tell the committee that great manufacturers of British motor-cars don't know what they are buying in the way of tool outfits? There are some firms whose orders must be immense.

Mr. Cooper: I should say 90 per cent. of the makers of British motor-cars buy their tool-kits in a roll ready for dumping into the back of the car. There are factors who specialise in motor-car tool outfits. As far as the car manufacturer is concerned, he places an order for so many tool outfits, and I believe in many cases the motor-car manufacturer does not know that the factor is putting in German tools. I have just bought a new British car, and I was mighty disgusted to find the first tool I picked up was a German turn-screw, when I make a million and a half turn-screws per annum.

Mr. W. L. Wynne, of William Timmins and Co., Birmingham, said he agreed that motor-car tool outfits contained foreign tools. "There is only one firm," he said, "which buys from me, and you can guess who that is. The others buy the very cheapest tool outfits they can get. They are not interested in where the tools come from."

The inquiry was closed, and the chairman intimated that the committee would report to the Board of Trade.

CAR PAINTING

AN EXTRA OUNCE MAY COST
MUCH MONEY

When calculating the weight of a vehicle, the amount of paint used would hardly seem to be a matter of much importance. It will possibly surprise some people, however, to learn that on an ordinary motor delivery van the paint alone weighs from 25 to 30 lbs. or sometimes more.

The last coat, in fact, like the proverbial last straw while it will not break the chassis back, may "break" the man who buys it by involving him in a heavy addition to the annual tax on the vehicle.

In the same way the gauge of the lumbering and the iron work used on the body has to be most carefully considered with a view to the tax.

The importance of this matter was strikingly demonstrated a short while ago, at the Luton works of Bonner Cars, Ltd., where a tilt on body of exceptionally large dimensions was to be seen mounted on a 30-cv. chassis. By careful painting the total weight was kept down so that the annual tax was 23s, whereas if the weight had been greater by even a few pounds the annual tax would have been over £82.

FIAT SUCCESS

HONOURS AT INTERNATIONAL
MOTOR RALLY

The recent international motor rally of the "Golden Eagles" at Cortina d'Ampezzo, the charming and fashionable tourist centre of the Dolomite region, was a distinct success.

Cars of every shape, size, power and colour, from every corner of the peninsula converged on Cortina, running over the most beautiful roads, from a touring point of view, in the world. Their arrival aroused great enthusiasm amongst the population and the visitors.

In this great gathering of cars, the largest number of any single make were Fiat, over 150 of them taking part. It was not only more numerous, however, that distinguished the Fiat, in the classification by teams, but its place was awarded to this make.

The classification was based on the number of cars composing each team coming from the same starting point, multiplied by the distance covered, in kilometres. The Fiat, with a team of twenty cars arriving together from Turin, was awarded 10,720 marks, while the team classified second immediately after the Fiat, was awarded little more than a thousand.

SMOOTH RUNNING

PROBLEMS OF RUNNING AND
ADJUSTMENT

SELECTION OF FUEL

It frequently happens that the owner of a car which has given good service decides to change it for another of the same make, but with a new type of body or some other alteration that has come along in the meantime, and who has afterwards complained that the engine of the new car is not nearly so smooth and sweet running as was that of the old one. At first sight it may appear that the difference is either imaginary or is due to tightness of the bearings and pistons, or incorrect carburation—things that will naturally wear off with running in and adjustment. But beyond these possibilities there is another more important one.

Each year after first appearance is a new model every car goes through forms of evolution and improvement. It often grows either larger or heavier. Sooner or later arises the need to put up the power of the engine, and eventually the compression is raised. As it goes up, so does the tendency of the engine to thump at slow speeds also increase. It is not uncommon for makers to raise the compression of the engine and to keep the fact to themselves. But this higher compression is often the cause of the roughness of which the owner complains.

There is no remedy for it, but much can be done to make the car more pleasant by being careful over the selection of fuel. It is worth while to experiment with different brands of petrol until one has been found that really suits the engine. A good spirit, with a small percentage of benzole added, is usually very satisfactory.

Headlight Glare

The problem of headlight glare is not confined to the winter months, as many of us who have been tempted by the warm weather to delay our homeward run until after dark have found to our discomfort.

Well directed publicity will do more to cure the evil than any amount of legislation ever can, no matter how inspired. Headlight glare is a universal problem, but its solution is definitely up to the individual car owner. The careful, considerate motorist inspects his own gauge regularly. He keeps constant note of whether the supply of oil in the tank is adequate as to quantity and condition. He checks the water in the battery cells, but, judging by the blinding glare that is to be noted on almost any road in any part of the country, entirely too few pay regular attention to the condition of their headlights.

There is the crux of the present problem. Headlight adjustment must be made a weekly, monthly, or semi-annual habit, depending upon the car and the service it is called upon to render. Headlight worry is prevalent to-day. It takes the form of rage at the other fellow whose lights annoy. Headlight consciousness must be developed so that the driver will be more concerned over the condition of his own lights than those on some other car. It can be developed with about the same degree of effectiveness as habitual obedience to the rules of the road.

Headlight equipment is subject to great improvement, and neither pretext of expense nor heedlessness on the part of the manufacturer should be permitted to interfere with the march of progress. But the important thing is to habituate the users of existing equipment to maintain it in the best possible adjustment, and to employ its regulatory features with discretion.

Lubrication Difficulties

That lubrication has a considerable bearing on the life and performance of an engine is generally appreciated, but there are several aspects of the matter which are not by any means generally understood. For instance, consider the case of a pressure-fed engine on being started up from cold. That the oil will not flow so freely as when hot through the ducts, and especially to the big ends, is obvious, but it is easily overlooked that when no oil is being flung from the big ends there is no oil mist for lubricating the cylinder walls and other bearings which do not receive a direct supply.

Because this absence of adequate lubrication from a cold engine seldom has serious results, or at least immediate results, most owners are apt to regard it as of little significance, even to the point of ignoring it altogether. Such owners would be surprised to learn that actual experiment has demonstrated it to be possible to seize up an ordinary pressure-lubricated engine by a series of starts from cold, and the series need not be so lengthy as may be imagined.

The ordinary poppet valve engine will not stand more than half a dozen such starts in quick succession, i.e., without having had time to become warm in the intervals, without undergoing some damage, such as scoring of the cylinder walls, while if the pistons should be of aluminium, definite and serious seizure is more probable.

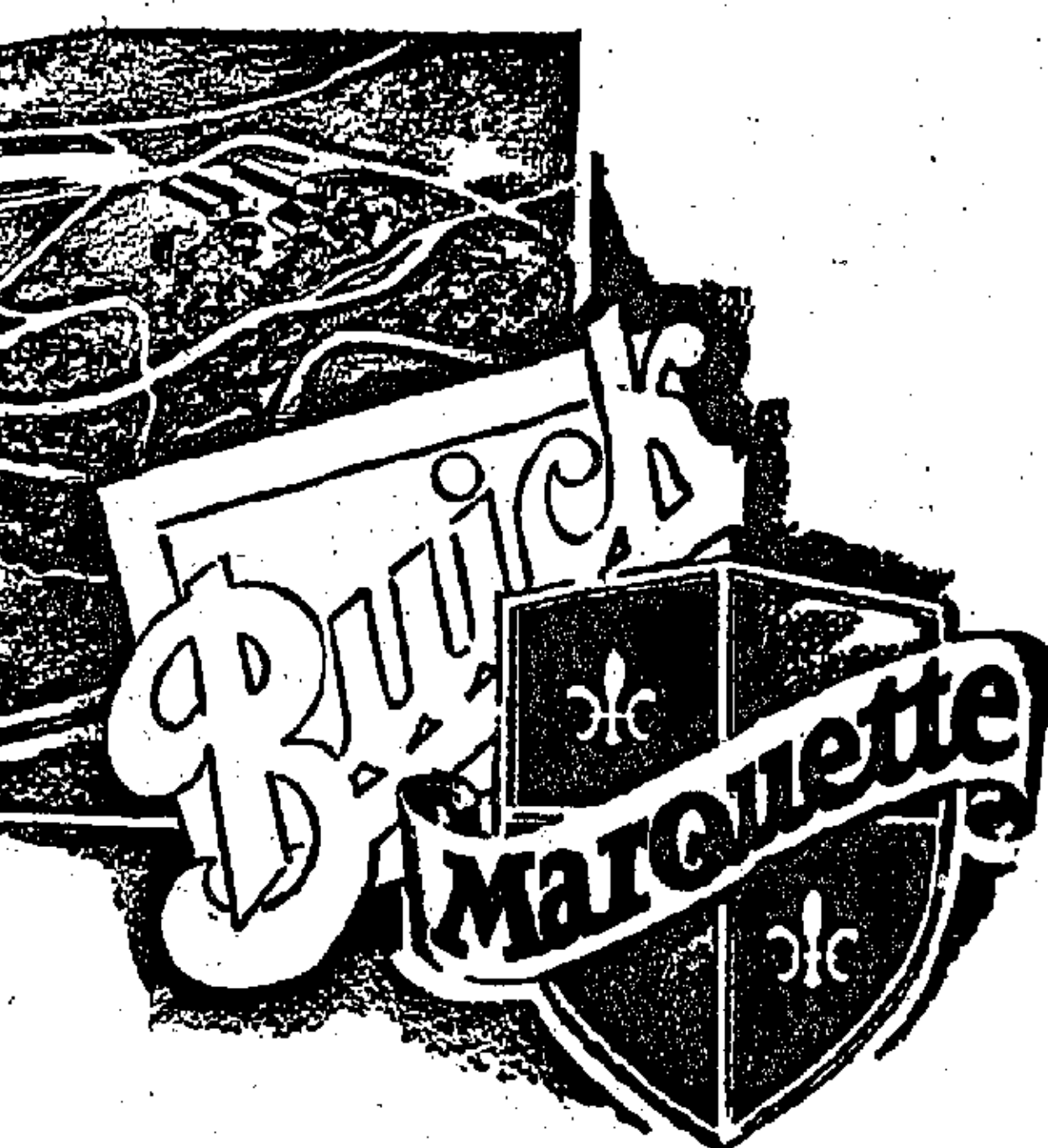
A sleeve-valve engine is less liable to this damage, but when pressure lubrication for the big ends was adopted, the Daimler people were faced with the possibility, and set to work to counter it. For this reason an oil booster has been incorporated



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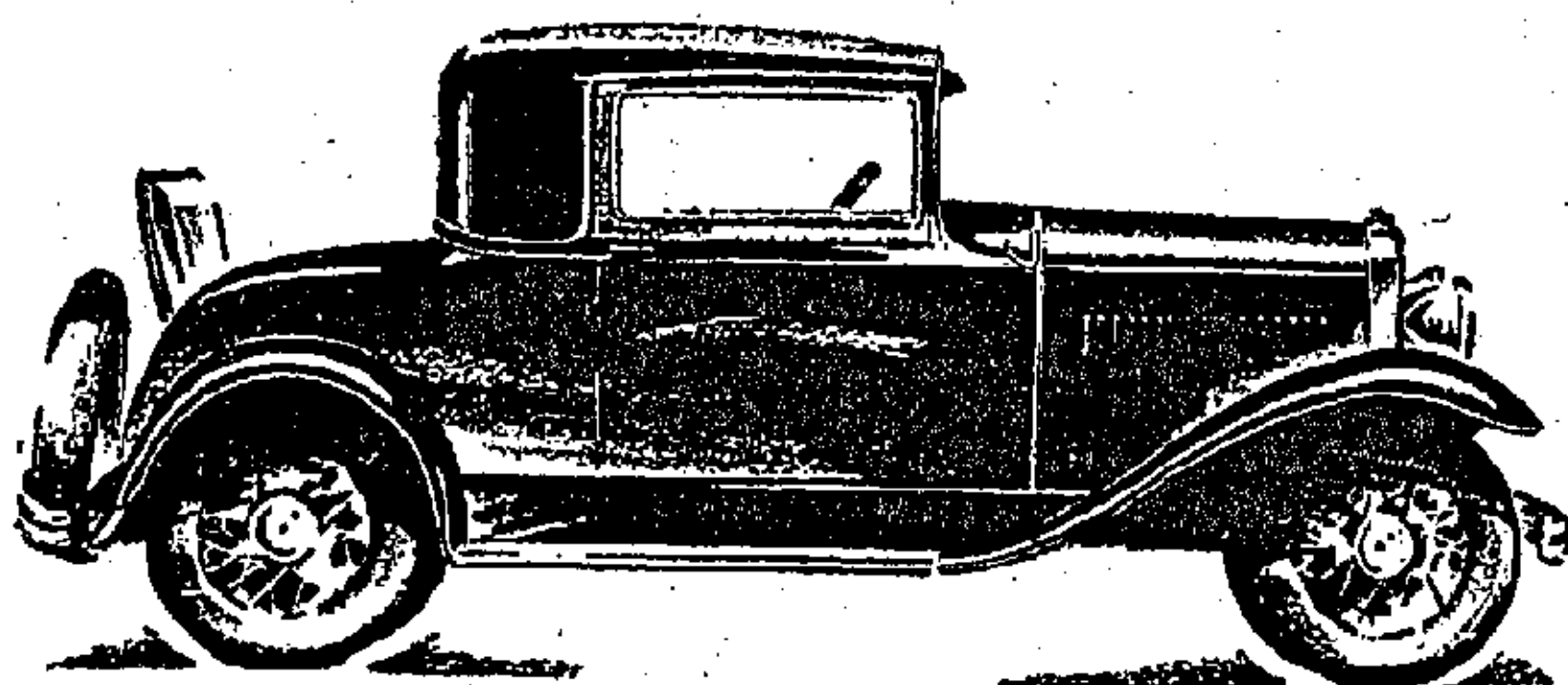
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THE NEW WHIPPET

POPULARITY OF THE NEW
MODELS

The high sales volume that has been continuous since the introduction of the new Superior Whippet Fours and Sixes, is cited by well informed automobile men as evidence of the public's real familiarity with car performance and value.

This programme of bringing unusual performance and value to low priced cars which was launched by the Toledo manufacturer in June 1926, with the introduction of the original Whippet Four, finds its climax in the presentation of the new Whippet Fours and Sixes, which bring high priced car values to the low priced field in addition to proved mechanical excellence.

The introduction of the first Whippet brought outstanding mechanical features, design and performance, which, in less than two years revolutionised the low priced field. Other companies adopted several features first brought out in the original Whippet. These included four wheel brakes, compact but powerful and speedy engine, low centre of gravity and marked economy in fuel, oil and maintenance.

For two and a half years the Whippet was designed as the leader in the light four field because of its mechanical superiority. This recognised success brought an appreciation on the part of buyers in this class who have looked forward to Willys-Overland's production as representing outstanding value in the Whippet classification.

The company's more recent introduction of the new Whippet Fours and Sixes with their wide approval of the buying public, is attributed directly to the success of the original Whippet over a long period, coupled with the incorporation of a new high standard of beauty and mechanical features of higher priced cars, in the new models.

Even a quick survey of the new Whippets disclose but scant similarity with the former cars of the same name. The new Whippets are longer, roomier, with new body design from radiator to rear, more spacious interiors, and exterior colour schemes that round out striking ensembles, entirely new to the low priced class.

Half seconds recorded on the strip, the time occupied by the car in passing over the measured distance, and hence its velocity, can be obtained with the necessary precision.

ated in the system, by means of which an extra supply of oil is fed to the cylinders, sleeves and pistons whenever the starter pedal is depressed, and the engine is then given a brief but virtually safeguarding flushing with oil, which quite prevents any damage, no matter how many times the engine be started from cold with no time to get warm.

Cold Engine Trouble

Mr. L. H. Pomeroy owes much to the information on which this improvement is based to his experience with one of the largest makers of aluminium pistons in the U.S.A. Trouble with seizures in cold engines were at first laid to the charge of the pistons, but investigation revealed that after two or three starts the cylinder walls—of the poppet valve engine—were coated with a film of rust, the effect of which was most damaging in the aggregate and even immediately if the engine were not run long enough to get thoroughly hot before being stopped.

The discovery is now being realised and put to practical account by many progressive designers, but it is to the Daimler engineers that owner-drivers will owe a general increase in the working life of their engines. More years of useful miles have been taken out of engines' lives by the starting from cold complications, even though the fact may not have been generally known. And now with this addition, the long-accepted superiority of the sleeve valve engine as a long-liver and consistent hard worker will be further enhanced.

THE CARBURETTOR

METHODS TO PREVENT
LOADING-UP

Various methods are used to prevent carburetors from loading up with unused gasoline when the engine idles or when the car is going down hill with the throttle closed. One of these involves a suction tube which removes gasoline from the carburettor body.

Failure of this function is indicated in two general ways. Should the engine "buck" or act unusually slow when the accelerator is pressed following slow driving, and when thoroughly warmed up, trouble with the suction tube can be expected. Another indication is profuse dripping of gasoline from the carburettor.

Loading of the engine, however, is the surest test. The motor will operate normally, but will give trouble every time the throttle is opened following idling, slow driving or down hill performance. When backing into the garage do

MOTOR CYCLE PERILS

REPLY TO LORD BRENTFORD
BY A.A.C.

Lord Brentford, the late Home Secretary, having referred in a speech to the motor-cycle as being perhaps the most dangerous vehicle in existence, Mr. F. P. Armstrong, secretary of the Royal Automobile Club, wrote to him drawing his attention to the fact that the accident record of motorcyclists in relation to pedestrians was not an unsatisfactory one.

Mr. Armstrong quoted official figures of accidents to support his contention that "the record of the motor-cycle will stand close investigation."

In his reply Lord Brentford wrote:—

"I have had an examination made of the accident figures for 1928, and some interesting points emerge. One is the comparative freedom from accidents enjoyed by motor-cycles with sidecars, which seem to make a better showing than any other large group of vehicles.

As regards solo motor-cycles, including those with pillion passengers, I find that the total number of casualties attributed to them is higher in proportion than the average figure for all motor vehicles, and between 35 per cent. and 40 per cent. higher than the figure for private cars and taxicabs.

At the same time, the figures show that a high proportion of the accidents attributable to motor-cycles involve death or injury to the riders themselves, or their passengers. The damage done by motor-cyclists to pedestrians is, I agree, lower than that done by any other group of vehicles. In short, it might be claimed that from the point of view of the pedestrian, the motor-cycle's bark is worse than its bite."

CHRYSLER BRAKES

WEATHER DOES NOT AFFECT
HYDRAULIC SYSTEM

Changeable climate might affect your habit of dress—but it has no effect on the new Chrysler hydraulic brakes.

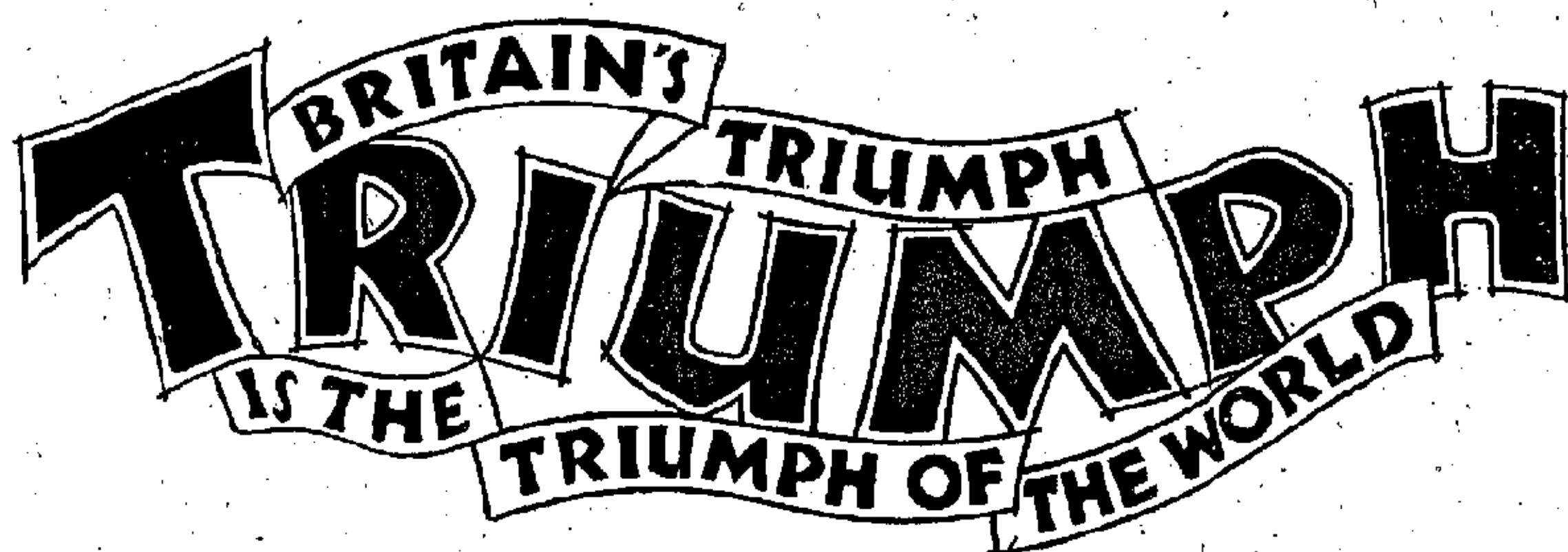
In stating this, Sol Onorato, service manager of the H. O. Harrison Company, Chrysler distributors and Plymouth dealers at San Francisco, declared that "hydraulic brakes were the most nearly perfect of any type yet devised."

"We are particularly proud of Chrysler's braking system," Onorato continued. The Chrysler internal expanding four-wheel, hydraulic brakes are what we consider the most efficient and serviceable braking system in use to-day. The Chrysler Plymouth, also equipped with this type of brake, is the only car in the low-priced field so efficiently equipped.

Chrysler four-wheeled, hydraulic brakes are entirely enclosed and are not affected by water. You can drive your Chrysler through the heaviest rain storm or cloudburst and still the brakes will continue to function perfectly.

Chrysler brakes are perfectly equalised, due to the hydraulic principle. Never does a Chrysler driver experience the odious extra pull on one wheel or another when stopping. Even if one brake band is worn more than another, the brakes will continue to register an equal effort on each pair of wheels.

Because of greatly improved fittings of brake shoe lining to the contour of the wheel, linings last much longer than on other types of brakes. No mechanical adjustments are necessary and practically the only attention the brakes require is a very infrequent filling of the braking fluid reservoir."



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ENGINE SPEED

GRAHAM-PAIGE CARS WITH
TACHOMETER
TRANSMISSION

That motor car owners are really interested in what takes place under the hood of an automobile while it is being driven at various speeds is clearly indicated by the hundreds of individuals that have, so far, taken demonstrations in the four-speed Graham-Paige cars equipped with Tachometers.

Since early last week when the Tachometer test was announced in local newspapers, we have been besieged with requests from all parts of San Francisco for demonstrations," said Owen McCusker, general manager of the Graham-Paige Company of Northern California. The fact that the Tachometer test simplifies the story of the four-speed transmission makes owners and prospective owners of motor cars want to experience the thrill of driving at various speeds and in different gears.

Three Graham-Paige models have been equipped with Tachometers, which are on the dash in full view of the party taking the demonstration. The Tachometer shows the engine speed in revolutions per minute," continued McCusker.

While the functioning of the four-speed transmission is simple to the average motor car owner, the real advantage of this type of transmission is clear after a ride in a Graham-Paige car equipped with the Tachometer.

It is safe to say that 95 per cent. of all driving is done in high, and those who are experiencing the thrill of the Tachometer test are readily appreciating what lower engine speed at all road speeds mean in smoother operation, absence of engine roar and vibration, lessened wear on parts, longer life and greater economy.

With the Graham-Paige four-speed transmission it is possible to maintain high speeds for a great length of time. The transmission does not merely interpolate an extra ratio—instead, it provides two higher gear ratios.

Uses of the four different speeds are explained as follows:—First speed is intended for use in making a start on hillsides, a climb out of tough places, or a start in deep sand or mud. A start on pavements may always be made in second speed. This gear is also used for climbing steep grades or for driving in rough roads. Third is intended for a quick getaway, top speed on hills or going down mountains and fourth is for normal driving in high speeds in silence.

ELECTRIC EYES

TRAFFIC CONTROL METHOD
IN PITTSBURGH

"Traffic eyes" which automatically control traffic lights when they "see" motor-cars, are in service in Pittsburgh, U.S.A.

The purpose of the new system is to eliminate unnecessary traffic delays by giving the right of way continuously to traffic on a main street, interrupting the main traffic flow only when cars are actually waiting on the side street to cross the intersection.

Motorists on one street are given a green or "go" signal continuously until a car on the cross street comes within a short distance of the intersection, at which time the traffic signal mechanism starts to operate and the lights go through one complete cycle, allow traffic on the one street to pass through, and then stop again with the green light on the other street. The lights then allow traffic to proceed uninterruptedly on the one street until the presence of cars on the other street justifies another change.

Time Saver

Since the operation of the signals is regulated entirely by the actual necessities of the traffic flow, it is expected that a considerable saving of time will result especially at night, when delays for which there is no necessity occur.

The purpose of the installation, which is the first in the world, is to determine the practicality of the invention of Dr. Phillips Thomas, research engineer of the Westinghouse Electric and Manufacturing Company.

Simple instructions for operating the lights are given on signs maintained by the Pittsburgh Traffic Planning Department. The signs read, "To get the green light, pull up to the line."

New System Used

The automatic feature of the system is made possible by a new application of the photo-electric cell, or "electric eye," which literally "sees" motor-cars and regulates the signals accordingly. It is the motor-car's shadow, falling on an "electric eye" from an overhead lamp that assures a sufficiently dense shadow, night and day.

The new system is designed to set automatically right any unusual situation that might present itself. For instance, if an unusually large number of cars in one street threatens to hold up traffic in the other street indefinitely long, the signals operate on a definite pre-arranged programme giving each line of traffic a fair share of time.

THE GEAR BOX

FREE-WHEEL DEVICES FOR
BAD DRIVERS
"CRASH PROOF"

Slow, deadly slow, as has been the progress of the gear-box towards really improved design, there are signs now that within perhaps a year or two most cars above a certain price will have gear-boxes of which something more can be said than was contained in the historic description of Levasor, writes John Prieau in the "Observer." The appearance of a number of free-wheel clutch mechanisms, and of a special differential gearing, which also embodied a free-wheel, may or may not have had something to do with the awakening of motor designers to the realization of how unsatisfactory a gear-box really can be. I have tried most of the free-wheel contrivances offered to the public, but although, without exception, they did everything that was claimed for them, I confess that I have never been greatly influenced in their favour.

For unteachably bad drivers, or incurably lazy ones, they are certainly a valuable invention, but by the ordinary man or woman who knows how to handle their car very nearly the same effect can be produced by judicious coasting in neutral. However that may be, I think we may look forward to considerably improved design, before long, resulting in gear-boxes which will be more or less "crash proof."

Apart from the incorporation of free-wheel devices, I have an idea that we shall see a considerable expansion of the "Biflex" idea which, by means of internal gearing, gives direct drive on both third and fourth, and consequently very easy change and particularly noiseless running. I have described two cars in "The Observer" with boxes of this type, one an American and one a light English car, and I have now a third to add to the list—the French Mathis, in which the principle has been applied with, to say the least of it, equal success.

Remarkably Easy

This make, although it has only comparatively recently made its appearance on the English market, has been known on this side of the Channel for a good many years. Its chief points of interest have always been liveliness of performance and light weight, while the prices charged have always been decidedly moderate. In this latest model, which is a six-cylinder 24-litre, the "Biflex" gear-box is delightful to use. The change from top to third and back is remarkably easy, and the absence of noise on the lower gear is so marked as to be almost a disadvantage—that it is to say, it is absurdly easy, after a long run through traffic, to forget that you have not changed up to top and to drive for quite a long time with the engine turning over unnecessarily fast. The gear lever, which is of a proper length, is particularly well placed and, considering that second speed need only be used as a rule for getting away from a standstill and climbing really steep hills, the car should make a strong appeal to women drivers. The bottom gear is so low that a catch is fitted to lock it out of possible accidental engagement, as in the case of the reverse. This transforms the car virtually into a three-speed car, but one of a particularly pleasant type.

The Mathis engine is a straightforward job of orthodox design, with lateral valves and coil and battery ignition. The bore and stroke are 72 x 100, the annual tax being £20. The dynamo is driven by the same belt which drives the fan, an arrangement which does not attract me, although it has certain solid advantages in the way of ease of withdrawal. The various components are all accessibly arranged. The main improvements of the chassis and running gear over the previous Mathis models are in the increased strength of the frame and efficiency of the brakes. The frame is rather exceptional in being swept at both ends, a design which brings the centre of gravity unusually low.

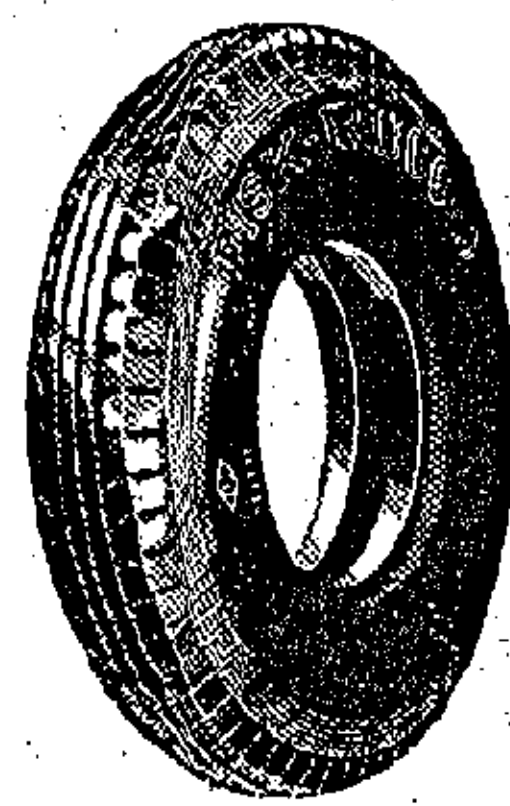
Quiet in Operation

I had the opportunity of driving two examples of the same model—in fact, two exactly similar cars—within a day or two of each other, and it is just as well that this was so, as the official demonstration car was sent to me with the brakes out of adjustment and the carburettor in anything but good working order. The sister car, which had covered about 1,400 miles, showed an excellent performance. Something not far off seventy miles per hour can be reached on top speed, and well over fifty on third, but the particular attraction of the car's performance was its readiness in getting away and quickly reaching high speeds. It is a really very lively engine, and, considering what it does, exceptionally quiet in operation. The springing is very good, and the road holding unusually so, while the steering almost deserves that overworked epithet "finger light."

The four-door Weymann saloon proved to be thoroughly comfortable in one instance, but in need of slight alteration in the other. The back cushion in the latter was too high, cutting down the clearance between the passenger's head and the roof much too fine. Attention should

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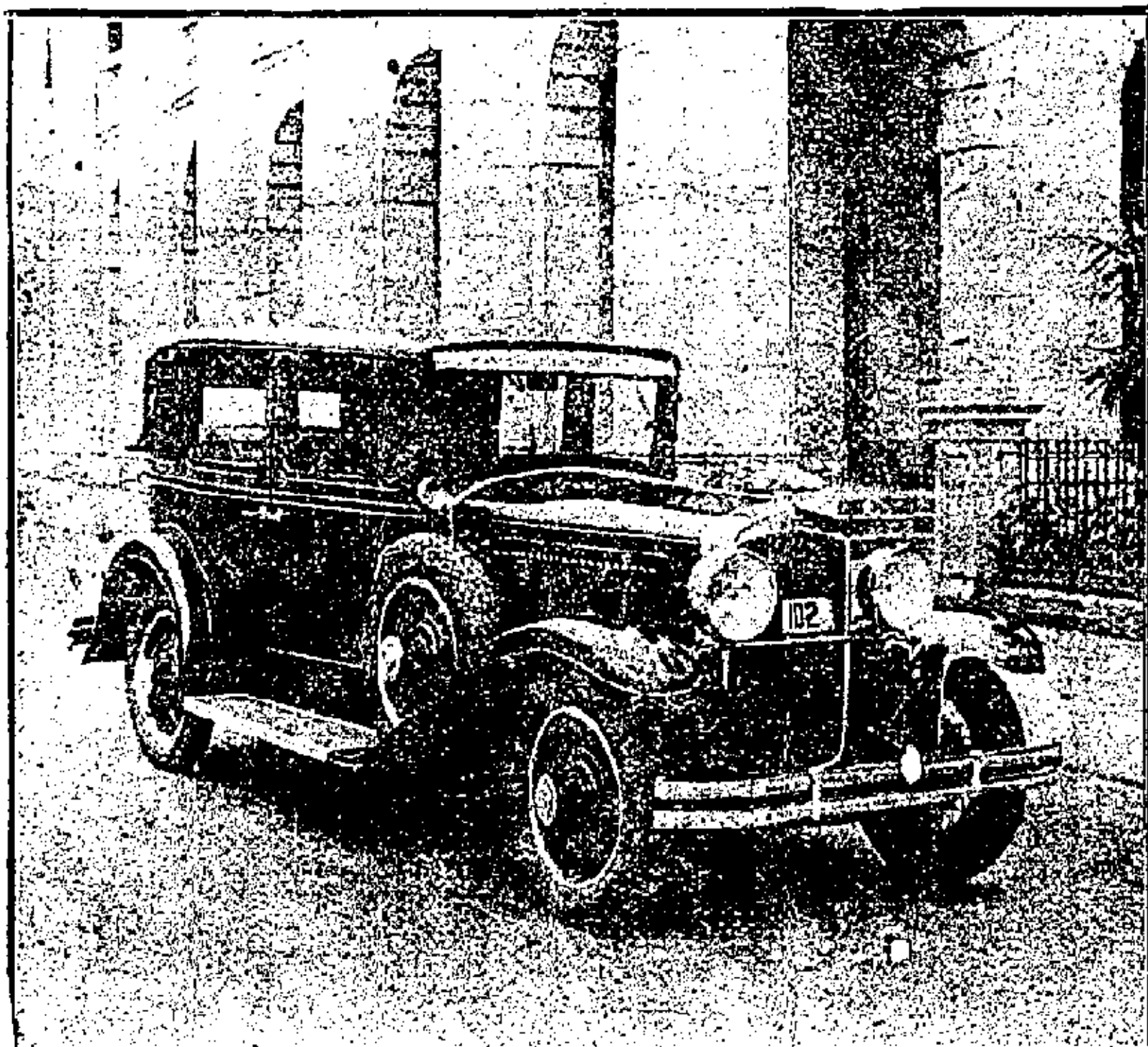
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MOBILE BATHROOM

SUPPLIED TO RAJAH OF
BHOPAL

A mobile bathroom recently supplied to H.H. the Rajah of Bhopal, illustrates, states the "Autocar" (London), still another phase in the advance of modern motor transport. The Morris Commercial 30 cwt. chassis employed is standard, but the interior includes a porcelain lined bath, wash-hand basin, divan, and dressing table.

A cleverly designed apparatus, controlled by a thermostat, transfers the waste heat from the engine to the hot bath water system, ensuring a constant supply of water at the temperature required, without in any way impairing the performance of the engine.

Communication with the driver is by a small microphone concealed in a fitting on the dressing-table. The bathroom is painted and upholstered in light blue and white. The windows are of special glass which permits a clear view from the interior without the occupant being visible from the outside.

For big game shooting in India His Highness has also purchased a specially built Morris Commercial six-wheeled sports car which can be driven through jungle.

FRANCIS BIRTLES

SYDNEY TO CARPENTARIA
COAST

Francis Birtles has again left Sydney, on a journey to the coast of Carpentaria. During the trip at the end of last year to Cooper's Creek, Mr. Birtles took with him an amphibian trailer, with which he experimented to test its suitability for use in negotiating flood waters, which come down the northern rivers in the wet season. The trailer comprises a boat-shaped de-mountable body, carried on a two-wheel chassis, which is towed behind the car. When required, the body can be lifted off the chassis and used as a boat.

For his present journey, Mr. Birtles intends to fit the trailer with a detachable wooden keel, and to install a 6 h.p. outboard motor. The trailer is capable of accommodating four persons, and provides ample room for the overlander's equipment and any stores which may be necessary, while affording better facilities for fishing.

Mr. Birtles, who is using a new Bean car, expects to be away for at least 12 months, and included in the overlander's supplies for the journey are seeds for raising vegetables which grow luxuriantly in the rainy season.

On his way to the north of Australia, Mr. Birtles will chart a level-country motor route to Darwin.

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BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
TRIUMPH MOTOR CARS.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4A, Des Voeux Rd. C.
WILLYS-KNIGHT.—Gilman & Co., 4A, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C, Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

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CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET MOTOR TRUCKS.—Gilman & Co., 4A Des Voeux Road C. Tel. C. 290.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
TRIUMPH MOTOR CYCLES.—The Globe Automobile Co., Ltd., 1, Canton Road, Kowloon.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FISK TYRES.—Gilman & Co., 4A Des Voeux Rd. C. Tel. C.290.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

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HONG KONG, THURSDAY, SEPTEMBER 19, 1929.



LONDON SERVICE.

"HECTOR" 2nd Oct. M'les, London, P'ham, & Glasgow
"MENEALUS" 15th Oct. M'les, London, P'ham, & H'burg.

LIVERPOOL SERVICE.

"CANPA" 20th Oct. Genoa, Havre, Liverpool, & Glasgow
"AUTOLYOUS" 20th Nov. Genoa, Havre, Liverpool, & Glasgow

NEW YORK SERVICE.

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Leaves Hongkong. Arrives New York.
"HECTOR" 2nd Oct. "PYRRHUS" 14th Oct. 21st Nov.
"MENEALUS" 15th Oct. "DARDANUS" 11th Nov. 19th Dec.
Hongkong to New York 61 days.

PACIFIC SERVICE.

via Kobe & Yokohama.
"TAIHYEUS" 5th Oct. Victoria, Vancouver & Seattle
"IXION" 28th Oct. Victoria, Vancouver & Seattle

INWARD SERVICE.

"AENEAS" Due 16th Sept. For Shanghai, Taku & Tientsin
"ATRIUS" Due 30th Sept. For Shanghai, Moji, Kobe & Yokohama

PASSENGER SERVICE.

"AENEAS" 1st. Sept. Shanghai, Taku & Dairei
"HECTOR" 2nd Oct. Singapore, Marseilles & London
"AENEAS" 20th Oct. Singapore, Marseilles & London

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POST OFFICE NOTICE.

An airmail for London will be closed at 5 p.m. on Friday, 20th September. Letters must be posted over the counter of the General Post Office and must be superscribed "Air-mail" and fully prepaid at the rate of 20 cents per half ounce in addition to the usual postage for letters. No insurance will be available but letters may be registered.

INWARD MAILES.

From	Per	THURSDAY, SEPTEMBER 19.
Shanghai and Amoy	Luchow	
	FRIDAY, SEPTEMBER 20.	
Java	Benlomond	
Europe via Negapatam (Letters only, London, 22nd August)	Namsang	
Japan and Shanghai	Kitano Maru	
	SATURDAY, SEPTEMBER 21.	
Shanghai and Swatow	Shantung	
U.S.A. (San Francisco, 23rd Aug.), Honolulu, Japan and Shanghai	President Polk	
	SUNDAY, SEPTEMBER 22.	
Manila	Empress of France	
Manila	President McKinley	
	MONDAY, SEPTEMBER 23.	
Europe via Negapatam (Papers only, London, 22nd August)	Seattle Maru	
Japan	Kanagawa Maru	
U.S.A. (San Francisco, 28th Aug.), Honolulu, Japan and Shanghai	Siberia Maru	
U.S.A. (San Francisco, 30th Aug.), Honolulu, Japan and Shanghai	President Jefferson	

OUTWARD MAILES.

For	Per	THURSDAY, SEPTEMBER 19.
Saigon	Halvard	3.30 p.m.
Sam Shui and Wuchow	Kochow	4.30 p.m.
	FRIDAY, SEPTEMBER 20.	
Hoihow, Pakhoi and Haiphong	Chengtu	9.30 a.m.
Japan	Aki Maru	9.30 a.m.
Swatow, Amoy and Foochow	Hai Ning	2 p.m.
Air Mail for London	Kitano Maru	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Kitano Maru (Due Marseilles, 20th Oct.)	
	G.P.O.	
Registration Sept. 20, 4.30 p.m.	Registration Sept. 21, 8.45 a.m.	
Letters Sept. 21, 9 a.m.	Letters Sept. 21, 9.30 a.m.	
	SATURDAY, SEPTEMBER 21.	
Shanghai	Aeneas	10.30 a.m.
Amoy and Japan	Namsang	5 p.m.
Manila	President Polk	5 p.m.
	SUNDAY, SEPTEMBER 22.	
Bangkok via Swatow	Kiangsu	9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	9 a.m.
	MONDAY, SEPTEMBER 23.	
Shanghai and Japan	Yokohama Maru	8.30 a.m.
Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco	President McKinley (Due San Francisco, 16th Oct.)	
	Parcels Sept. 23, 3 p.m.	
	Registration Sept. 23, 4.15 p.m.	
	Letters Sept. 23, 5 p.m.	
	President McKinley	
	Parcels Sept. 23, 3 p.m.	
	Registration Sept. 23, 4.15 p.m.	
	Letters Sept. 23, 5 p.m.	
Shanghai		

*Superscribed correspondence only.

OPIUM CASE COUNSEL ASKS FOR FURTHER ADJOURNMENT

EVIDENCE FROM MANILA.

Lam Kau, charged with exporting 2,000 taels of opium to Manila on the s.s. "President Jackson," made another appearance before Mr. E. W. Hamilton, at the Central Magistracy, this morning.

Mr. Leo d'Almada, sen., who appeared for the defence, said that he understood that the prosecution wanted another week's formal remand, and pointed out that that would mean his client being 14 days in custody without the defence knowing what they had to meet.

Mr. Hamilton said that the prosecution would have to submit some evidence to-day.

Mr. d'Almada said that all the prosecution could produce as evidence at present was the arrest of accused, and he was prepared to accept Revenue Officer Grinnitt's word.

Mr. Hamilton remarked that the case was similar to one for extradition, in which some information must be given, and very little would suffice for a Magistrate to give the prosecution time to collect its evidence.

Mr. Grinnitt then handed up certain documents to the Magistrate, and his Worship remarked to Mr. d'Almada that the position was that a cable was received here from Manila, the Revenue Department got hold of the bill of lading relating to the bale containing the opium, and then got the man who shipped the bale. They were able to produce evidence that Mr. d'Almada's client was the shipper, and therefore there was good ground for holding the accused to give the prosecution reasonable time to prepare their case.

Mr. d'Almada said that he did not want to embarrass the prosecution, but at the same time they should not embarrass him. He did not mind another week's remand if his Worship would fix a definite date for the hearing of the case after the adjournment. He could not wait indefinitely.

Mr. Grinnitt told the Magistrate that by next Thursday the prosecution should be able to say whether or not they were able to get evidence from Manila. In the event of their being any unforeseen difficulty they would have to drop the case.

Mr. Hamilton gave an adjournment until 10 a.m. on Thursday next, and said that he would throw the case out if no evidence was offered by then. His Worship asked Mr. Grinnitt to tell his Superintendent that that was all that he could do for the prosecution. He could not hold the accused longer than another week unless some material evidence was produced.

Carrying pigwash during prohibited hours yesterday morning led to a Chinese woman being fined \$2 at the Kowloon Police Court this morning.

MOBILISATION IN MONGOLIA

MOVE TO FRONT

PREPARATION FOR SINO-RUSSIAN DEVELOPMENT

A "WHITE RUSSIAN" REPORT

Tokyo, Yesterday.
A message to the Rengo News Agency from Changchun says:-

According to information emanating from a "White" Russian source, the Outer Mongolia Government has mobilised all males between the ages of 20 and 40, and ordered two cavalry divisions, commanded by Soviet officers, to move to the frontier.

The report adds that preparations are going on to move 50,000 troops, according to the development of the Sino-Russian situation. —Reuter.

	Degrees
Temperature, 10 a.m., to-day	80
Temperature, 4 p.m., yesterday	84
Humidity, 10 a.m., to-day	83
Humidity, 4 p.m., yesterday	76

CLOCKS PAWNED

PAWNBROKER'S ASSISTANT TO BE SUMMONED

KOWLOON TONG ROBBERY

The case in which the master of the Tai Yick Pawnshop, 618, Shanghai Street, is charged with robbing in not seizing a man who brought in to pawn for a dollar a clock worth \$7, was adjourned for a week by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning on the ground that the summons should not have been against the master but the assistant of the pawnshop who took it in.

Inspector Phillips said that the clock was the property of Mr. G. A. V. Hall, of 329, Kowloon Tong.

Mr. Hall stated that besides the clock, a G.E.C. fan and a felt hat (not recovered) were also stolen.

Mr. W. C. Hung is for the defendant.

MR. R. S. DOLLAR

Mr. R. Stanley Dollar, Vice-President of the Dollar S.S. Line, and President of the American Mail Line, accompanied by Mrs. R. Stanley Dollar, Miss Diana Dollar, Master Stanley Dollar, jun., and Miss Dorothea Albert going through Naples on the s.s. "President Polk" sailing from here on Sunday at 8 a.m.

Mr. T. J. Cokely, Oriental Manager of the Dollar interests, with Mrs. Cokely, will accompany the party as far as Manila.

HARD-EARNED CASH

AN ALLEGED MURDER FOR 20 CENTS

STORY OF THE FIGHT

To those who have it the paltry sum of 20 cents is too insignificant to note, but to those who have to labour the whole day long for a pittance of 30 or 40 cents, a 20 cent bit is a princely sum. To what extent a 20 cent piece played a role in the life of two coolies was told to the Chief Justice, Sir Henry Gollan, this morning at the Supreme Court, when the case against Yung Kwai-ting was resumed.

Yung Kwai-ting is charged with the murder of another coolie named Ah Choy in Cross Street on the afternoon of July 25.

The prosecution is conducted by Mr. H. Somerset Fitzroy and the prisoner is defended by Mr. Hin Shing-lo, instructed by Messrs. Hastings, Denny and Bowley.

"Let Him Down"

A fellow coolie said in evidence this morning that both the murdered man and the prisoner lived in the same house. One day the head coolie gave prisoner 20 cents to hand over to the deceased, on the understanding that the murdered man should turn out to work on the following day. Prisoner handed the 20 cents to the deceased, but the latter failed to carry out his part of the bargain. He was not at his place of employment and in consequence of that the Head Coolie deducted the 20 cents from prisoner's wages.

Prisoner asked the murdered man for the return of the money. The latter refused to pay back. Words led to blows and on July 25, the two men fought and were separated. After walking a few steps, they again came to grips.

The Fatal Blow

Witness saw the fight, and when cross-examined by counsel for the defence, he said that the prisoner was the weaker man. He came out second best in the scuffle.

According to the prosecution's story, the prisoner had apparently nursed his grievances until July 25, when he found Ah Choy squatting alongside a food stall in Cross Street. The theory was that he had gone up from behind and dealt Ah Choy a blow with some pointed weapon. The blow was struck with considerable force, for the point of the weapon had penetrated the lungs into the heart.

After receiving the blow, Ah Choy was said to have walked as far as Tai Yuen Street, where he collapsed and died later. Witnesses were called to say that they heard a commotion, and afterwards two men were seen walking away in different directions. One of them was presumed to be the prisoner and the other the murdered man.

The case is proceeding.

CROWDING A BOAT

COXSWAIN FINED \$50 AT MARINE COURT

U.S. OFFICER'S WORD

How an American naval officer and many naval ratings of the same nationality crowded a motor-boat to carry them back to their vessel, and how before this was permitted the Chinese coxswain of the motor-boat entered into an agreement with the naval officer to take full responsibility of any trouble that might arise, was related at the Marine Court this morning when the coxswain of motor-boat "Whampoa II" was charged before the Hon. Commander G. F. Hole with carrying 10 passengers in excess to that permitted in his licence (20) on Sept. 12.

Including the American officer, there were 29 other sailors in the boat.

The accused, in a statement, said that he had agreed with the officer that should any trouble arise as a result of over-loading his motor-boat to such an extent, the latter would take full responsibility. The officer agreed to this.

As it was, the police arrived on the scene, and subsequently accused man's appearance before the Marine Magistrate.

After police evidence had been taken, His Worship said that he could not accept the accused's statement. The coxswain, His Worship pointed out, in any circumstances, was in full charge of his vessel and, therefore, was held responsible.

A fine of \$50, with the alternative of one month's jail, was imposed.



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Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 8a, Wyndham Street, Hong Kong.

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